

"MIDDLESEX HOUSE"
THREE PEQUOSSETTE ROAD
BELMONT, MASSACHUSETTS

THE ILLUSTRATED DIARY OF JAY R. BENTON

MAY

1946

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11-A



SPRING, 1946

DESIGNED FOR YOUR PLEASURE



COLONEL FULLER



ROYAL COACHMAN



JOCK SCOTT



PARMACHENEE BELLE



PROFESSOR



BELGRADE



SILVER DOCTOR



WESTERN BEE



RED IBIS



GREY HACKLE









FOUR GENERATIONS



LESLIE

MAY 1946

5 Chestnut Street
May 1 - 46 -

Dear Mrs Benton -

This is a disgracefully
late acknowledgment of your
share in all my lovely
farewell parties & beautiful gifts -

Controlling interest in the stock of Suffolk Downs was purchased today by John and Thomas Pappas of Boston, William Helis of New Orleans, and J. Arthur Warner, New York broker, for $3,600,000 in a spirited auction at the Copley-Plaza ballroom. The high bid of the Boston-New York-New Orleans combine—a "dark horse," post-time entry in the seven-group battle for control of 14,991

Wednesday, May 1st 1946

Up at 7.30 and down for breakfast at 8.15 - Orange juice - Corn flakes Drop Egg on Fish Cake - A strip of Bacon - Toast - Butter - Iced Coffee. Wm Moody came with his car at 8.30 and so to town - Working at the office all morning and out to lunch at 12.30 with Everett Jane to the Cafe Rouge in the Hotel Statler Scallop Fried Shrimp Baked Beans Roll - Butter - Iced Coffee Chocolate Ice Cream. To Bregs Lane Diary Binder and a White Nail Stick - Back to the office - Working to 4.30. Then to Belmont with Wm Moody -

Warm Today, Rain Coming

New England had its first taste of warm weather in nearly a week yesterday.

The warm weather will be with us again today. In fact, in the coastal sections of Massachusetts it will be even warmer, because the sea breeze which kept the temperature on the chilly side yesterday will not be there today.

The disturbance which had advanced across the northern Rockies by last night is now about to join forces with a weaker disturbance centered over the central plains.

These two systems will merge into one storm during today and will affect New England tomorrow. The storm will produce cloudiness tonight and rain tomorrow. Gardeners in Boston and vicinity can now feel safe in setting out or sowing their more tender crops, for the danger of a damaging frost is negligible.

In the more inland communities, however, it is still a bit early for such frost susceptible plants as tomatoes.

Now It's May: So What!

As if to make amends for some of its peccadillos, April, on the final day, furnished a few hours of clear sky and sunshine.

In the hours before dawn there were clouds and dense fog which lasted until mid-forenoon. Then the Sun broke through and the vapor masses vanished. Cool breezes, which at first were from the east, became southeasterly after noon, swinging slowly to southwest, to bring warmer weather.

Chill held the day's temperature to a maximum of 57 degrees. With a minimum of 43, the mean was recorded as 50, which left the month's daily mean with a deficit of eight degrees against a plus of 183 in April, 1945.

A development in progress in the northwest is bringing cold air down from the Canadian Rockies to meet a weak low-pressure front swinging up from Oklahoma. Indications are that they will join forces and move eastward.

Away from the New England coast the end of April was much warmer than here. Reports of 70 degrees came from western Massachusetts; Concord, N. H., recorded 60. The cold spot of the United States, Butte, Mont., reported 27 minimum.

Generally it was seasonably warm the country over, 80 in the Plains states, in the Midwest above 70 with scattered showers.

At April's last sunset the orb, a blood-red sphere, sank through a haze of royal purple.

Two new moons this month.

May 1, 1946. C. H. B.

and giving Miss Coyle - a lift to Fairview Avenue - Home. Moody's on heating up and smoking — Little Living Room. Front Porch — Libations & John left to go down to David and Jeanne's for supper. Nicholas joining him there — Dinner at 6.30 a fine home made asparagus soup - Boiled Chicken Boiled Rice. Peas Guttmann Lemon Cream of Tartar Biscuit Butter - Lettuce Salad - Milk. Grape fruit & Orange fruit cup. Upstairs at 7 o'clock +

Boston Evening Globe

Reg. U. S. Pat. Off.
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VOL. CXLIX NO. 121 WEDNESDAY, MAY 1, 1946 32 PAGES— THREE CENTS in New England 5c Elsewhere

Committee Approves Off-Street Parking

Legislators Favor Spending Five Million to Buy Sites—City Would Lease Lots, Fix Fees

By SAMUEL CUTLER

Legislation empowering the city of Boston to proceed at once with purchasing sites and constructing off-street parking facilities at a cost of $5,000,000 has been approved by the committee on Highways and Motor Vehicles, it was learned today.

Under terms of the bill, the Boston Board of Real Estate Commissioners would carry through the program. The board woudl have power to take land by eminent domain and to lease the parking areas to private operators. The board also would be authorized to regulate maximum parking fees.

Cost of the off-street parking development would be met from income derived in leasing the facilities. Issuance of bonds to pay for the initial cost, which would later be liquidated from income.

The measure was devised by the committee after an executive session with representatives of Mayor Curley, the Greater Boston Development committee, Boston Chamber of Commerce, Retail Trade Board, Boston Planning Board and the Boston Real Estate Board.

Last week, details of the proposal were laid before more than 50 legislators who attended a private luncheon at Boston City Club, sponsored by the Development Committee, and approval of its major provisions was reported to have been virtually unanimous.

Parking

Continued on Page 5

The off-street parking plan comes as the second major step in clearing up Boston's troublesome traffic problem. A Boston Common underground garage bill has been approved by the Senate and now awaits action in the House, where the measure was delayed yesterday when Representative Henry L. Shattuck, Rep., of Back Bay, submitted perfecting amendments.

Recent reports indicate a tendency to construct the third major Boston project—a central artery—with money from the state highway fund. This and a fourth vital need, a second tube for the East Boston tunnel, are pending.

Police estimate that between 500 and 600 motorists, on a daily average, have their numbers taken for illegal parking on Boston streets.



THE WINNING BID for the 14,991 controlling shares of Eastern Racing Association stock at auction sale in grand ballroom of Copley-Plaza Hotel today.

Pappas Brothers and New Orleans Oil Man Outbid 7 Other Groups in Boston Auction

Tossing million-dollar bids at the rate of six a minute, bidders pushed the sale price of the Suffolk Downs race track today up to the unprecedented figure of $3,600,000.

In exactly nine minutes at the Copley-Plaza auction this forenoon, a syndicate comprised of John and Thomas Pappas of Boston, William Helis of New Orleans and Arthur Warner, Boston broker, took down the plum.

The auction started tamely, with $1,500,000 offered almost as soon as Auctioneer Krock asked for bids. Even before the bidder could be recognized, William P. Kyne of San Francisco jumped a half million in his first bid.

Walter Waldron, representing the Simberg Company of Boston, entered his first bid of $2,200,000. Joseph P. Timilty, former police commissioner, deposited his $100,000 certified check shortly before the bidding opened and soon entered the spirited bidding with $2,400,000.

John Pappas, who did the bidding for what proved to be the eventual purchasers, went to $2.500,000 and the fight for the 14,991 shares of Eastern Racing Association was on in earnest.

Without batting an eyelid, Timilty and Pappas, along with Waldron upped the bids $100,000 a pop, with the remainder of the field outdistanced in this race of fast money.

Timilty reached the $3,000,000 mark and Pappas immediately went $100,000 better. Timilty tried to prolong the affair at this point with a $50,000 increase, but Pappas upped it another $100,000.

"Three million three," called out Timilty.

Pappas went to $3,400,000.

Timilty increased the bid to $3,425,000.

Pappas immediately countered with $3,500,000.

Timilty's next offer was $3,510,000.

When Pappas went to $3,525,000, Timilty shook his head and announced that he was through.

The auction was not over however, for Waldron, representing the Simberg Company, made one effort to gain control with a $3,550,000 bid.

But Pappas came back with $3,600,000, and it was all over. Suffolk Downs had changed hands.

According to the terms of the sale, the 14,991 shares owned by the Aldred Trust was put on the block in two lots, the first being for the total amount and the second for 7500 shares, with the latter following the main auction.

Robert H. Radsche, representing a New York syndicate, made the top bid here at $1,750,000, but as this does not top the $247 per share received for the 14,991 shares, it is improbable that it will have any bearing on the final disposal of the stock.

It was not until 10:15 a. m. that the Helis, Pappas, Warner Syndicate really entered the picture. Tom Pappas and his brother, John, who did the actual bidding, entered the Copley-Plaza and at that time the rumor spread like wildfire that Helis was also in town.

Although he failed to show at the auction, evidently all plans had been made for acquisition for the track or the 50.2 percent majority of the stock, by Helis, Warner and the Pappas brothers, for immediately after the sale Tom Pappas stated that his syndicate would have gone to $5,000,000 if necessary.

The other interests besides the successful bidders who deposited checks of $100,000 as a guarantee of good faith were Walter Waldron, president of the Simco Company; Robert H. Radsche of a New York syndicate; John L. Shea, another Boston group; F. C. Dumaine, who although he had a check for $3,000,000 in his pocket failed to make a bid; Maurice Simon, also representing a New York group, and Joseph P. Timilty.

The determination of the Simberg combine to acquire the stock might have forced the price higher but they evidently knew that it was futile to bid against the Helis-Pappas-Warner syndicate and their final bid of $3,550,000 was topped so soon by Pappas that they just shrugged their shoulders and gave up the battle.

Track Built in 1935

The sale was not without its humorous aspects, as some leather-lunged heckler made an effort to delay the start with a lecture on the right of all free Americans. He was soon shushed.

Ironically enough, the track was all but purchased by the same combine almost three years ago, but at that time the deal fell through at the last minute.

Suffolk Downs originally cost $2,700,000, when it was built in 1935, and when C. F. Adams and V. C. Bruce Wetmore disposed of their stock to the Aldred Trust Fund they received $80 per share for their holdings.

Today's price of $3,600,000 brought the per share value of the Downs to $247, and gives the plant an overall paper value of approximately $7,200,000.

With Narragansett now selling at $30 per share and worth a paper value of $10,500,000, Suffolk Downs might be considered a bargain, especially if the present lush-money days continue.

Thus after two years of litigation through the courts that brought about the forced resignation of Gordon B. Hanlon, president of the Aldred Trust, and a year's operation under receivers Goode and Proctor and Allan Wilson as general manager, Suffolk Downs changed hands in one of the quickest transactions on record.

It was also announced prior to the sale that the present board of directors along with receivers Goode and Proctor and manager Wilson would tender their resignations as soon as the court confirms the sale, which is expected to take place Friday.

May 1, 1946

Mr. Karl E. Hayes
Guildhall, Vermont

Dear Karl:

I have a note from Frank Currier stating that he has not personally done any painting since 1941 but that he has two brothers that work under the name of Currier Brothers. He got in touch with them but they are booked up for months ahead.

Who is your second choice to give an estimate on the work I have in mind doing at the Cottage?

Sincerely yours,

Jay P. Benton

JRB:BCC

BOB FELLER MAKES 1946 DEBUT AT STADIUM AND PITCHES A NO-HIT GAM



Catcher Hayes has his arm around the hurler as they leave the field. Other members of the team are running out to congrat and a Yankee player is heading for his own dugout.

Assoc

Litchfield, Me.,
Sept. 25, 1926.

Mr. Jay M. Easton,
2 Plymouth Rd.,
Belmont, Mass.

Dear Jay,-

Thanks for the check, also for the books various which you have sent.

I belong to two book clubs and get various of various new books, but these have been interesting and such I do not know that I heard much about the reading habits of the people here, they subscribed for a help in reading and lists, so I passed them on to Miss.

need a rest change for her.
She says Nicky is really growing up and that you appear [illegible] this afternoon. That's wonderful.
Our boys are still home and it's wonderful for me, also.
They are all so very fortunate to be safely back.
With best regards to you all
Sincerely
Lucile Ball.

Walling, who was getting a bit
ready. Last I heard.

Neal Beattie is the new Treasurer
of that book fund and there is
more than $700.00 available in
funds for present time for books.

There seems to be a great lack
of shelf room at the library for
new books. Mrs. Walling
suggests should what to do with
hundreds of old worn out books
that are not hanging in circulation.

She has several boxes of them
and still the shelves are too full.

My answer is was that many of
them should be disposed of.

New copies could be obtained for
the most demanded ones.

What would be your opinion
concerning these.

I would like at this time to
thank you and Mrs. Hunter for
having thanked me for them.

This card is nice time and it
[illegible]

May 1, 1946

Mrs. Harley S. Hall
Guildhall, Vermont

Dear Lena:

I have your inquiry about the old worn out books at the Library. I would suggest that first Mrs. Walling get together and put to one side all such books that in her opinion should be discarded. Then I would have a small group go to the Library and check her decision on the various books. It may be you could turn such books over to the Vermont State Library Association, who, in turn, may have a system of sending such books on to the underprivileged either in Vermont or other sections of the country.

We are glad Isabelle had a good time dining at Belmont. We were delighted to have her as our guest. She is a mighty fine daughter and you and Harley have every right to feel mighty proud.

Sincerely yours,

Jay R. Benton

JRB:BCC

Thursday, May 2nd 1946

For breakfast - Orange juice - Rolstan - Fried eggs - Bacon - Toast Butter - Iced Coffee. Moody's car in the Bus to the Square with Frances - at 10.30 Long conference with Damon Hall, Lane, Johnstone & Wilson re Retirement and Pension plans - Out to lunch with Ernest Lane.

To Inquis to pick up film prints. Office and working all afternoon - Left at 4.30 in Frank Hayden's car - with Rosemary, Miss Coyle - Home. Rested. John drove me down to Belmont Later - Attended the Lobster dinner and Lodge meeting of Belmont

Pleasant Now;

The month of May was ushered in by nearly perfect weather throughout New England, yesterday, featuring cloudless skies and pleasant temperatures. The spell of good weather will continue today although it will be marred somewhat by high cloudiness which will appear during today in the southern section. The cloudiness will increase tonight and by Friday some light rain is expected, in most of New England, along with cooler weather.

An area of unsettled showery weather which covers a large segment of the country from the Gulf states to the Great Lakes, is moving slowly eastward and will begin to produce unfavorable weather in New England late tonight or early tomorrow.

Enter May, Smiling

May, with her brightest smile and her daintiest green dress, made an auspicious debut, bedecked with garlands of Spring's brightest flowers in profusion. Dew drops sparkled on the grass at sunrise.

From dawn to dusk the sky was clear, the Sun bright. Gentle southerly breezes fanned the atmosphere till noon. Then came a 20-mile sea breeze which tossed the waves in Massachusetts Bay till their crests whitened like the fabled manes of Poseidon's horses.

Boston temperature rose to 69 degrees just before the onshore wind set in. Inland, where it did not reach, mercury rose well above 70 degrees in southern New England. Hartford, Conn., reported 75.

A high pressure front which was approaching from Hudson Bay, and had reached into New York and western Connecticut, was working at cross purposes with a low which was coming from the southwest and had caused rain quite generally as far as a line extending from Maryland to the Great Lakes.

As the high front weakens, and the low prevails, it was expected last evening, that high clouds would gather today. Indeed they were beginning to show even then above the southern skyline.

The Sun went down leaving a pinkish glow against purple Spring haze and the new Moon was seen faintly.

The sky attraction for tonight should be the conjunction of Venus and the Moon, should the sky be clear.

MAY 2, 1946 C.H.B.

Lodge. Part Hunters moget -
a long drawn out evening
and could not get away until
11.15. Prevett Hardy gave me a
lift home - Dick Hitchings along
with us. to bed. the radio and
it was after one before I fell
asleep -

THE PHILLIPS EXETER ACADEMY

Exeter, New Hampshire

CHRISTMAS
1945

TO THE ALUMNI:

This will be the last Christmas letter which I shall write to you as Principal. Last spring I announced that I would retire not later than 1947. I felt that I should let the course of the war determine what I should do, as I wanted to carry the school through this second great war. With V-J Day, and with the old teachers coming back, it seems that the natural time to retire would be at the end of this year. By September, 1946, all the old teachers will have returned and my successor can start in without being bothered by problems incident to the war.

One of my happiest memories in connection with Exeter will be the Christmas Fund. Elmer Beeck, '95, and I started it in 1922, so this is the twenty-third year. The Fund has grown constantly since those early days and hundreds of boys have been helped by it. I hope that the next Principal will carry on the Fund in the spirit of the past, no pressure for gifts, just a free-will offering for Exeter from the old boys at Christmastime. We have something which is unique.

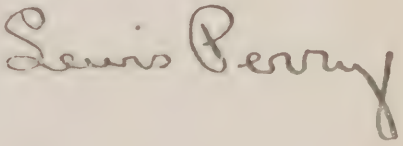
I think of all those who have helped on the Fund from the beginning. There have been a great many but two names stand out—Vernon Munroe, '92, and John Price Jones, '98. Their loyalty and patient work have been superlative. And there have been others who have done things for the cause whom I can never forget.

I want to thank every one of you. Exeter has become a better place on account of what you have done. It will continue to become a better place, I have no doubt of that, and the Christmas Fund will do its share.

This is the first Christmas in a long time which has not been overshadowed by the efforts and anxieties of war. Even as early as 1938 we were in the shadows. We have now taken our place in a very troubled world in which our responsibilities are constantly growing greater; our responsibility to see that young men have the training which will give them the power to think not only as citizens of America but as citizens of the world is one of the responsibilities which you are sharing with us in giving to our Christmas Fund.

This Christmas we welcome back home hundreds of our alumni who have won a glorious victory in the war. To them and to all Exeter alumni I wish a very happy Christmas.

Sincerely yours,





From the Library
of
Jay and Frances Benton

"Middlesex House"
Three Pequossette Road
Belmont
Massachusetts

The PHILLIPS EXETER Academy

EXETER, NEW HAMPSHIRE

May 2, 1946

Dear Jay:

Thank you very much for your most generous gift to the Christmas Fund.

I was reading all about you Tuesday night in the BOSTON TRAVELER. If you can get the communications in Boston fixed up before next winter, I shall be very grateful because I hope to live there.

I do hope that you will be able to come up for our grand alumni reunion on June 1.

With kindest remembrances to the boys, I am

Sincerely yours,

Lewis Perry

Jay R. Benton, Esquire
3 Pequossette Road
Belmont 78, Massachusetts

LP:HS

GREATER BOSTON DEVELOPMENT COMMITTEE INC.

80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS

Telephone Hancock 3540

Action Today to Achieve the Greater Boston of Tomorrow

irman
AY R. BENTON
e Chairmen
ALDEN C BRETT
FREDERIC C. CHURCH
H. D. HODGKINSON
WILLIAM K. JACKSON
THOMAS A. PAPPAS
airman of Executive Committee
FREDERIC C. CHURCH
airman of Finance Committee
RALPH LOWELL
easurer
CHARLES FRANCIS ADAMS
retary
DANIEL BLOOMFIELD
ecutive Director
T. T. McCROSKY

May 2, 1946

As a member of the Metropolitan Committee for Port Development last year, you contributed materially toward the successful passage of the Bill creating a strong Boston Port Authority. There is more work to be done in this connection because the Port of Boston is now being hampered by traffic congestion.

We hope you will be able to attend the Annual Dinner Meeting of the Greater Boston Development Committee to be held at the Hotel Statler, Monday evening, May 13, 1946. General Kells, new director of the Port, and other dignitaries will be present. Plans for the future development of the Port and the area will be discussed.

Reception in Parlors A and B at six o'clock. Dinner will be served in the Georgian Room at seven.

Sincerely yours,

Jay R. Benton, Chairman
Greater Boston Development Committee

Frederic C. Church, Chairman
Metropolitan Committee for Port Development

PLEASE DETACH AND RETURN

Checks should be made payable to the Greater Boston Development Committee, Inc. (Dinner $5.00 per person)

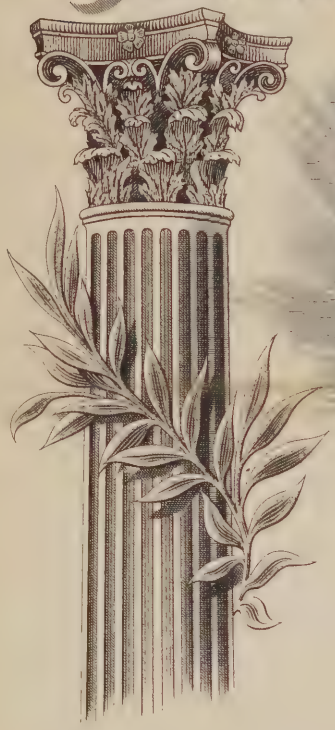
I will attend_____
I will not attend_____
I will bring _____ guests

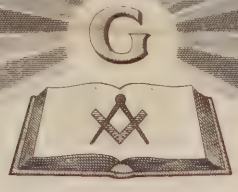
Name_____

Address_____

Tel. No._____

Belmont Lodge





A·F·&A·M·

INSTITUTED 5864

Regular Communications first Thursdays
Masonic Temple, Belmont, Massachusetts

BELMONT LODGE, A.F.&A.M.

20 LEONARD STREET, BELMONT, MASSACHUSETTS

THURSDAY, MAY 2, 1946

REGULAR (1231st) COMMUNICATION

5:15 P.M. Lodge will open.

5:30 P.M. WORK: MASTER MASON DEGREE — First Section

Entitled: Bros. George Johnston Hodder

Richard Parseghian Alexander Lench Whalen

6:30 P.M. LOBSTER DINNER

7:15 P.M. SPEAKER: R. W. EARL W. TAYLOR, Director of Education

Subject: *"Negro Masonry"*

There is much current interest in this subject. We should be better informed about Freemasonry among the Negros and our relations to it. The speaker will endeavor to lay some facts before you for your consideration.

8:00 P.M. BUSINESS MEETING

To transact any business that may properly come before the Lodge.

Balloting on Applications

For Degrees

WALTER WISHMAN KNOWLTON: Born: March 6, 1914, Somerville, Mass.
Occupation: Claim Adjuster
Residence: 69 Slade St., Belmont
Recommended by Bro. Chester D. Shepherd

HOWARD THEODORE MacFARLAND: Born: March 14, 1924, Dorchester, Mass.
Occupation: Student
Residence: 614 Trapelo Rd., Belmont
Recommended by Wor. John T. Hollis

For Membership

Bro. ALBERT WASHBURN WHITTEMORE:
Born: December 4, 1901, Orford, N. H.
Occupation: Accountant
Residence: 145 Oakley Rd., Belmont
Recommended by Bro. Lloyd Morton

8:15 P.M. RECEPTION OF PAST MASTERS, who will conclude the work of the Master Mason Degree in accordance with the enclosed schedule.

SOLOIST: Bro. G. Ralph Young

Attest:
EARL W. TAYLOR, *Secretary*
83 Oak Ave., Belmont
Bel. 3451

By order of
HERBERT H. JAYNES, *Master*
27 Mayfield Road, Belmont
Bel. 3515-W

MASTER'S MESSAGE

This is to be our annual PAST MASTERS' NIGHT, a grand occasion. Please make a special effort to be present to witness the Third Degree worked in its best form.

Our sincerest greetings to the following six brethren who are still in the Service. Information as to any others would be greatly appreciated.

Major Edward E. Doyle, in the Air Force on Leyte.

Lt. Col. Alfred C. Knight, Ordnance Sec., 1st Army, Ft. Bragg, N. C.

Capt. L. Louis Lee, Ward 50, So. Lovell Hospital, Fort Devens.

Major Elias F. Liakos, in charge of Prisoner of War Camp, Camp Kilmer, N. J.

Lt. H. Lawson McLellan, Naval Air Station, Pensacola, Florida.

T/Sgt. Howard D. Nordlund, re-enlisted, station unknown.

It is encouraging to note that 51% of our brethren who enjoyed Masonic birthdays in March were either present at the special meeting or communicated with the Master. We hope for an even greater response from the following 40 brothers who were raised in May. Please reply by the enclosed card, especially if you cannot be with us at the May meeting.

David E. Bartlett	1925	J. Norman Gledhill	1918	John M. Pettingell	1917
Philip K. Bates	1943	Carl W. Hanscom	1931	Robert V. Poor	1943
Jay R. Benton	1906	Roble F. Harlow	1921	Harris A. Reynolds	1907
Wallace S. Blood	1919	William F. Hartrick	1931	Robert E. Ross	1920
Ralph W. Bourden	1931	Elmer F. Hathaway	1920	Stanley G. Russell	1931
Russell R. Cameron	1920	Ludvig B. Hedberg	1943	Samuel R. Sanford	1920
Roswell F. Cole	1921	Laurence M. Jackson	1922	Edward H. Scott	1900
John H. Craig	1943	Herbert G. Johnson	1931	Ernest W. Small	1922
Samuel T. Craig	1911	William A. Johnson	1929	David L. Strong	1920
Charles C. Embury	1920	Louis A. Jones	1913	Howard R. Sullivan	1929
Elmer A. Fletcher	1890	James Knowles, Jr.	1943	Robert D. Webster	1915
Seth T. Gano	1902	Raymond A. Lamont	1919	Edward K. White	1920
Hampar T. Gazarian	1918	Walter E. MacGowan	1920	Fred H. Winslow	1920
		Jacob Olsson	1921		

HERBERT H. JAYNES, *Master*

OFFICERS' REHEARSAL

Tuesday, April 30, at 7:30 P.M.

The PRE-APPLICATION COMMITTEE will meet applicants and their sponsors by appointment. Please consult the Master.

34th LODGE OF INSTRUCTION

TUESDAY, APRIL 30TH, 7:30 P. M. AT WALTHAM

Speaker: Wor. Alexander B. McKechnie: *"Lodge Friendliness"*

Officers' Class: R. W. Laurence M. Jackson: *"Masonic Etiquette"*

FRIDAY, MAY 31ST, 7:30 P. M. AT WATERTOWN

Speaker: M. W. Joseph Earl Perry, Past Grand Master.

Subject: *"Masonry's Part In Today's World."*

(Candidates are required to attend; all Master Masons are welcome)

ORGANIZATION, 1946

HERBERT H. JAYNES, Master

Res. 27 Mayfield Road, Belmont, Bel. 3515-W

Senior Warden	HAROLD C. GREENLAW	Bel. 0073-J	5 Thomas St., Belmont
Junior Warden	CHESTER D. SHEPHERD	Bel. 5153-J	83 School St., Belmont
Treasurer	WOR. SAMUEL ALCOCK	Bel. 1565	20 Cutter St., Belmont
Secretary	R. W. EARL W. TAYLOR	Bel. 3451	83 Oak Ave., Belmont
Chaplain	REV. MARION F. HAM	Bel. 1668 M	10 Whitcomb St., Belmont
Assoc. Chaplain	REV. RUSSELL G. SCHOFIELD	Bel. 4133	210 Trapelo Rd., Belmont
Marshal	WOR. TROY C. WHITNEY	Bel. 2163 M	721 Belmont St., Belmont
Senior Deacon	FRANK E. PIERCE	Bel. 1889-R	11 Gilmore Rd., Belmont
Junior Deacon	HOWARD E. CLARK	Wat. 3241	20 Allen Rd., Waltham
Senior Steward	GEORGE D. VINCENT	Bel. 3141	84 Grove St., Belmont
Junior Steward	MARK R. GIFFORD	Bel. 0604-R	2 Kent St., Belmont
Tyler	HARVEY ATKINSON	Bel. 0744	19 Waverley St., Belmont
Organist	GEORGE R. LOUD	Big. 6050	276 Church St., Newton
Tyler	WALTER E. CAMPBELL	Bel. 2179 M	8 Clarendon Rd., Belmont

GRAND MASTER OF MASONS IN MASSACHUSETTS

MOST WORSHIPFUL SAMUEL H. WRAGG

District Deputy Grand Master (Brighton) Fifth District.....R. W. THOMAS G. WALTER

District Deputy Grand Master (Waltham) Fifth District.....R. W. HAROLD W. KNOWLTO

Proxy to Grand Lodge.....WOR. ALLEN T. DRESSE

Trustees: MASTER; TREASURER; SECRETARY;
WOR. CHESTER R. THOMAS, 2 yrs.; M. W. JOSEPH EARL PERRY, 1 yr

Lodge Representative Board of Masonic Relief: R. W. LOUIS A. JONES.....Bel. 3728-R

Grand Lodge Serv. Dept., Div. 5: WOR. PHILIP A. ENHOLM.....Big. 362

Grand Lodge Educ. Dept., Zone Committeeman: R. W. NORMAN A. RAY.....Pro. 269

PAST MASTERS

• William B. Bothamly	1864	*f George C. Flett	1899	Chester R. Thomas	19
• William W. Mead	1866	• Irving B. Frost	1901	*b* Louis A. Jones	19
• Alvin M. Pillsbury	1868	• Joseph H. Cutler	1903	William S. Bissel	19
• George H. Porter	1869	• William H. Pierce	1904	*abf* Joseph Earl Perry	19
• Henry M. Hanson	1871	• Amos S. Hill	1905	Frank A. Scott	19
• John H. Lakin	1873	• Thomas Parker	1907	Alfred H. Gardner	19
• Charles E. Chenery	1875	• George M. Rogers	1908	Charles C. Small	19
• George H. Chenery	1877	• Fred E. Fox	1910	Earl W. Taylor	19
• William M. Nassau	1878	Charles W. Sherman	1912	George C. Steel	19
• William Munroe	1880	• Royal T. Frederick	1913	• Fenno E. Woods	19
• John H. Pettingell	1881	Frederic S. Fox	1914	• Charles E. Flanders	19
• J. Lewis Ellis	1883	• Clarence A. Russell	1916	W. Andrew Hooke	19
• Frank Chandler	1885	• S. Ernest Eaton	1918	Allen T. Dresser	19
• James D. Lyons	1887	*f* Arthur L. Taylor	1919	Stanley G. Russell	19
• William H. Pierce	1888	Alexander E. Corbett	1921	Philip W. Russell	19
• Lewis Leslie	1891	Arthur P. Stone	1922	*d* John T. Hollis	19
• Charles H. Houlahan	1893	J. Watson Flint	1923	Edwin A. Cheney	19
c Edward O. Hatch	1895	Samuel Alcock	1924	Henry G. Pratley	19
• Gustavus C. Holt	1897	William C. Swain	1925	Walter F. Johnson	19
				j Paul C. Whitney	19

PAST MASTERS AFFILIATED

a M. W. Everett C. Brown	*a g* R. W. Thomas W. Davis	Wor.	Fred W. Davies
b R. W. Ronnie Powell	*fg* R. W. Lawrence M. Jackson	Wor.	Samuel R. Sanford
cg R. W. Frank H. Hilton	*f* M. W. Robert J. Stoddard	Wor.	William H. Short
	f R. W. Robert D. Webster	Wor.	Willard E. Munday

a Past Grand Master
b Past Deputy Grand Master
c Past Senior Grand Warden
d Grand Secretary
e Past Grand Secretary
f Past District Deputy Grand Master
g Past Grand Marshal
h Director of Administration
i Director of Education
j District Deputy Grand Secretary
k Sec'y, 34th Lodge of Instruction
• Deceased

MASONIC APARTMENTS. *Tel.* BEL. 1279-W



Looking Across the Frog Pond to the "Long Walk"

SOMEWHERE I HAVE READ that Boston Common is full of sailors, subway exits, trees, and pigeons. I have seen all of these in my wanderings across the Common, and I have seen more. I have seen (and heard) orators who could make acres of diamonds out of rods of potatoes. I have seen squirrels overstuffed with nuts at the feet of idlers hungry for a meal. I have seen stately elms, like stately men, bow when the wind blew against them. And I have seen and enjoyed the Long Walk.

The Long Walk is an institution. I had not given it a thought for a while until the other day when I read an item to the effect that the sponsors of a bill in the Legislature wanted to cut a thin slice off the Common to widen Tremont and other streets. Then I said to myself: I hope they don't touch the Long Walk. That might encroach on the hallowed memories of Ralph Waldo Emerson, Walt Whitman, Oliver Wendell Holmes. I watched the progress of the measure. It was short-lived. The project was held up, owing to the cost involved.

* * *

I don't imagine the project, in any appreciable degree, would have interfered with the Long Walk. It is a spot which has endeared itself to me. I like to walk across it. I like to recall the literary lights whose names are linked with it. I like to recall the romance attached to it.

* * *

You can have your sunset on the Charles. Give me the Long Walk, and the classic love scene of "The Autocrat of the Breakfast Table." You remember the story, as Oliver Wendell Holmes tells it, of the Autocrat's proposal to the schoolmistress?

"We called it the long path," he says, "and were fond of it. I felt very weak indeed (though of a tolerably robust habit) as we came opposite the head of this path on that morning. I think I tried to speak twice without making myself distinctly audible. At last I got out the question,—Will you take the long path with me? — Certainly, — said the schoolmistress, — with much pleasure.—Think,—I said,—before you answer; if you take the long path with me now, I shall interpret it that we are to part no more!—The schoolmistress stepped back with a sudden movement, as if an arrow had struck her. One of the long granite blocks used as seats was hard by,—the one you may still see close by the Gingko tree.—Pray, sit down,—I said.—No, no, she answered softly,—I will walk the *long path* with you!"

MAY 3, 1946

Friday, May 3rd 1946

Uh good and early Today - breakfast at 7.40 Orange juice - Corn Flakes Creamed Chicken on Toast - Iced Coffee - Then with John hurried down to Treland - selected and brought back 7 shrubs - for Louis to set out - this is the gardener's day - The Pansies were put in the flower boxes - 8 Hybrid Tea Roses were set in the Sun Bank - then the Clover Seed and the Shady Lawn Seed - The Big pile of Loam on the Lawn - To the Square with Frances, then the Subway and to the Office - Work - To E. P. Jones Office - to select glossy photos for Spring issue of "Live Wire" and for Adv't in 150th Anniversary

Fine Weather

The fine weather which ushered in the month of May is still with us today, for the fourth consecutive day. The good weather promises to last through tomorrow although there may be some cloudiness in southern New England by then. Yesterday afternoon cool dry air from northern Quebec forced its way southward across New England and brought sub-freezing temperatures to most of Maine as well as some sections of New Hampshire and Vermont last night.

Southern New England escaped with a few light touches of frost in low lying places but not enough to cause any damage to the apple orchards now in full bloom in many areas. A large area of cloudy skies and showers hovers over the central part of the country and as far east as Virginia, but is showing no signs of moving toward New England.

Labrador Sends Chill

Conditions in the rainy area to the south and west, which were reported yesterday morning as moving in from Oklahoma and causing rain in the Ohio Valley and across Virginia, remained stagnant through the day. Light rain continued, spreading out just a little more.

The great cold front heading toward New England from Hudson Bay also failed to make the expected progress, though its influence was felt here until about 5 p. m. Then there was a shift of wind, which had been north-northwest all day, so that it became northeasterly.

A new low pressure area had developed around the Laurentian Mountains in Labrador. On its way down it passed over much snow and ice in Quebec, and also ice floes in the Gulf of St. Lawrence. The result was a rapid drop in temperature and renewed threat of frost. Indications were that the frost would be light in the three southern New England states, but heavy in the north.

Boston temperature reached a high mark of 70 degrees in the afternoon and dropped to about 50 at dusk. In addition to the danger of frost, once again vegetation is beginning to show the need of rain.

There were peculiar cloud conditions, with many alto-cirrus formations which spread out in huge mare's-tail formations, also other fantastic designs at great height. They seemed to toss about up there as if swept hither and thither by gales.

Notable were streaks of white, east-to-west across the sky. These became denser and denser as the sun went down, staging an extensive afterglow.

May 3, 1946. C. H. B.

Young man, get a hobby; preferably get two, one for indoors and one for out; get a pair of hobby-horses that can safely be ridden in opposite directions.

issue of the "Boston Herald"
to Demmon's then Bigelow's for a
Birthday Card for Mary. To Harris
on Bromfield St for two 620
films - Back to the Office -
Out at 12.30 with Everett Lane -
walked across the Common -
to the Colonial Kitchen on Charles St -
had Marinated Herring. Roast leg
of Lamb - Creamed Celery - Bartlett
Pear Salad - Mayonnaise Dressing. Roll -
Butter - Iced Coffee. Maple Walnut Ice
Cream. To Abert's to get the framed charcoal
drawing done of Nicholas in Korea last
December + left the Office at 4.30
with Mrs Moody and Mr Leary. A stop
at Filene's + home. Little Living Room -
visitors. Circumvented the place
to look at the flowers - Everything
just swell - Nicholas is up at
Exeter tonight - The school musical
show is on - he was in it two years
ago +

May 4, 1946

Dear Mom and Dad,

Been very busy since I last wrote. I guess there'll be a party at the home tonight with Mary's birthday. I'd like to call her up at the house but I can't. The Easter picture of the family looks good. I see I'm one and only sport coat so I'm going to get myself a new outfit when I get back. I'm not so

about that prison
break at Alcatraz?
There is quite a few
American Marines
are on the island
and a dispatch
came in today saying
that they were re-
moved. They did a good
job from reports.

May 12, 1946

Dear Mom and Dad,

I'm pretty
banged up as a result
of a sore throat and
a sore hand I don't
know how I got the
sore throat but my
hand was caught by
a baseball when it is
draining today caught
to be set to go in
a couple of days.

well off in the clothes situation, in fact, I haven't a darned thing to my name.

Nickey's letter was quite interesting. She wants to come to California. It isn't a bad place at all to visit but I hate every part of it having been here for so long.

The Red Sox are certainly doing a great bit of ball-playing. Bob Feller is slated to pitch against them today and I hope he doesn't win again. What do you think

Cloudy Today, Tomorrow

After four consecutive days of sunshine, New Englanders should not be surprised to find somewhat less pleasant weather on the way, for normally the weather hereabouts changes more frequently. High cloudiness will appear in increasing amount today but for all that, the weather will still be quite good, if not so pleasant.

There will be a considerable amount of cloudiness tomorrow as well, and the sky may take a threatening appearance at times, but little or no rain is expected over the weekend. Frost, which occurred over many sections of New England Thursday night, was quite general again last night in northern New England and in some of the more exposed locations in Massachusetts.

This is not unusual, however, for the average date of the last killing frost in many inland areas runs well into the first half of May, while in northern New England, killing frost may occur as late as June 1.

Saturday, May 4, 1946

Slept very good last night and did not hear an eye until 6.30 when I started the electric stove going. This is Mary's 30th Birthday and listened to her name read off on Carl Moore's program at 7. Read the "Herald" and John went out and got me the "Post" and "Globe" - Jane brought up my breakfast at 8.20. Orange Juice - Oatmeal and cream - Fried Fillet of Sole - Dry Toast and Butter - Iced Coffee. Read papers and did diary work all morning. Up at 11 - at 12 went out with Frances in the car - to School St - then Cushing Square to get assorted Fruit at the Middlesex Fruit Co. for our Bowl. Back to the Home. Luncheon at 1.20. Chicken Soup. Chicken Club Sandwich. Milk.

Blue Shoes and crackers. Fruit. - John drove me down To the Larz Anderson Bridge & walked to the Stadium. Watched the Harvard Yale Track Meet - then the last of the Harvard Br. Track meet. Talking with Harrogan Sr. and his son, who Lives Jumped for Harvard. Walked up To Harvard Square and rode home on the car with John Sharon. From the Larz Anderson Bridge saw the Harvard and Cornell crews start away from the Newell Boat House and row down the river for the start of the race at 5.30. To the House and listened To the Broadcast of the Kentucky Derby. Frances and I drew straws with the names of the runners - I won, with Assault. At 6.30 Dave Jr. and Mary Leary. for dinner. Hot Tongue, all kinds of condiments - including horseradish sauce, mustard - Kidney Baked Beans Hot Rolls & Butter. lettuce salad - Milk Strawberries and Cream - Conversation - Party Broke up at 9 and So to Bed. John & Nicholas were out to the Stadium and the Red Coach Grill for Mary's Party and Home at 4.20 A.M.







WINNERS IN YESTERDAY'S H-Y MEET—Left, Bob Clark, Harvard, finishes a sparkling 440 in 49.8s. Center, only Yale victory in the flat racing was by Francis Martin. Right, John Edleman of Harvard drives "all out" for the tape in the half-mile run.



JUST THE WEATHER FOR IT—Herb Frittz (right), Harvard football halfback, was the surprise winner of the 100-yard dash vs. Yale yesterday.

5-4-46



When records fell at Churchill Downs

5-4-46

Sunday, May 5th 1946

This day started for me at 6.30 - a little reading - the trip down to the Refrigerator - the arrival of the Sunday papers - at 8.30 Jane brought me one of my favorite breakfasts - Orange juice wheatgerm and cream - Fish Balls, a strip of Bacon - Kidney Baked Beans. Chili Sauce - Hot Rolls and Buttered Coffee. It has been raining quite hard and steadily since early this morning. +

Rain May End By Afternoon

New England's good luck finally gave out; that is, as far as the weather is concerned. After a spell of sunny skies which lasted through the greater part of last week, a canopy of clouds overspread a good part of New England by late yesterday and this morning rain in light amounts was falling in many areas.

Today will be quite gloomy, compared with the bright sunshine that prevailed most of last week. The rain, however, will not be very heavy and by afternoon it will be mostly over in the southern section, including the Boston area. The sky will remain overcast all day, however.

Today's unpleasant weather is caused by the same rain area that plagued the mid-west and the Ohio valley for the last few days. After hovering unmercifully over the central part of the country for an unusually long period the low associated with this bad weather finally began to move northward early yesterday and by afternoon the parent low was located near the Great Lakes, with a weak but effective offspring off the Carolina coast.

Third Frosty Morning

For the third morning in succession there was rime on roots and grass in inland Massachusetts yesterday. In suburban section, orchardists, to ward off ruin where fruit trees were in full bloom, used smudge fires as is done in orange groves in California and Florida. It is thought that apple, pear and peach trees, though often threatened here, pulled through by a narrow margin. What conditions are further North, where the season has not advanced as far, remains to be seen.

Here are some mercury quotations: Rumford, Me., reports 21 degrees; Lebanon and Concord, N. H., 22. In Vermont—Montpelier, 23, Newport 25, and Burlington, 27. In Massachusetts—Westover Field, 29, Westfield, 32, Nantucket, 31. Boston's high for the day was 51, low 38.

Alto-cumulus clouds began to gather after daybreak. By 9:30, E. S. T., a halo of unusual coloring and enormous size surrounded the sun. There was evidence of turbulence in the high clouds, whirled and tossed by high winds.

In the late afternoon there came a break in the clouds at the West. Fragments were bathed in silvery lights and there appeared a parhelion with the primary colors of the corona showing as brightly as those in a rainbow.

Rain coming up from the South had reached New Haven, by 7 p. m. and was expected to arrive here in the form of intermittent showers by daybreak. C. H. B.
May 5, 1946.





SUNDAY, MAY 5, 1946



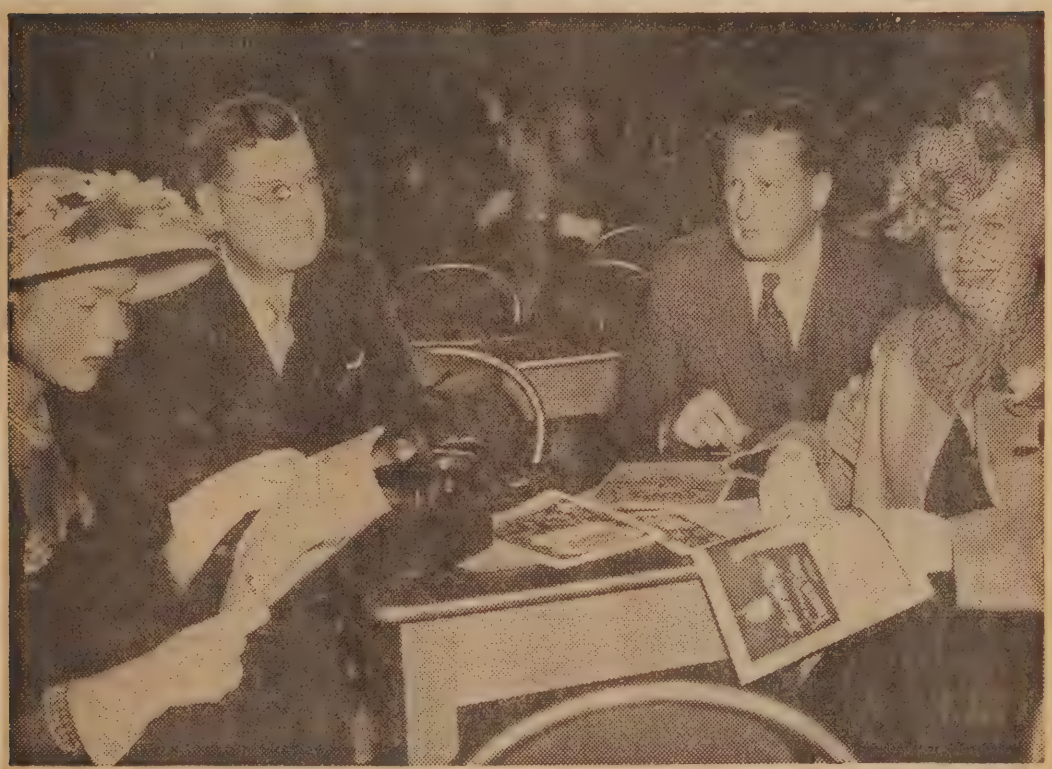


5-5-46



5-5-46

THE BOSTON SUNDAY GLOBE—MAY 5, 1946



BRIGHAM NIGHT at Pops finds Mrs. Frederic Cameron Church (left), Collins Graham, Mr. Church, and Mrs. Graham at a table for four.

THE ROVING REPORTER By Rudolph Elie, Jr.

Old Transcript Gang Meets Amid Familiar Chaos, Weeps Into Its Highballs in Orgy of Reminiscence

They said there were people there from all over, and I fancy—before the moist observance of the fifth anniversary of the Boston Transcript's painful death came to an hilarious conclusion—there were. They were standing around in gangs and lurching over the improvised bar, and sitting in groups on dilapidated chairs and peering myopically at old clippings pasted on the grimy walls, all clutching high-ball glasses and all so overcome with a luxurious nostalgia you didn't know whether to laugh or to cry to see them there.

Whose idea it was to have a reunion of the people of the Transcript nobody seemed exactly to know. The general consensus, taken while the afternoon's assembly was still so formal no one had had to run out for another bottle, seemed to indicate the master mind of John K. Hutchens, the Transcript's last drama critic, now a New York Times book editor. But the word had been so well passed along, I presume, with mention of refreshments) that by 3 o'clock, 300 and several people were more or less under foot.

The passport into the inner sanctum of the Transcript's old city room for the occasion was the mere fact of having passed through, too, for it was clear from some of the old hands' quizzical who-the-hell-is-that expression that a lot of those present had hardly been immortalized in the Transcript's august columns. But nobody minded, especially if he was preceded by a bottle in his outstretched hand. The only Transcript alumnus who didn't turn up was somebody by the name of Johnason or Jameson or Joneson, or something like that, who appears to be credited by the Transcript's gentlemen (if I understood the mumbling and grumbling correctly, which I probably didn't) with having brought the old lady in bombazine to her creaking knees.

There was John P. Marquand, who met many a George Apley during his years as a Transcript reporter; former Editor-in-Chief Henry Claus and Henry Cabot Lodge, Alden Hoag, Robert Lincoln O'Brien, Chester Morrison, Austen Lake, Edward Downes, Morris Hastings, Karl Shriftgiesser, William G. Dooley, Dr. Dieffenbach, Wilfrid E. Playfair, Cameron Dewar, Franklin Jordan, Margaret Ikes, and many another Transcript notable, including a fellow named Eddie Cook from Fairbanks, Alaska, who came down, they rashly said, especially for the reunion. Many of these writing people now work on The Herald or The Traveler; others are scattered all over the place including—with luck—the U. S. Senate.

Not having been blessed with the Transcript aura, unless one paragraph of a book review is an aura, I was treated with some reserve, which is to say they thrust a glass into only one hand instead of both. They showed me, with enormous pride, the legend still scratched into the petrified dust on the windows, "To see the street break the glass"; and ruefully guided me through the old building on the corner of Washington and Milk streets.

They'd take me into a tiny cubicle littered with papers, dirt, lengths of dead electric cable, pieces of plaster and one leg of a chair. "This was Alexander's office," they'd say, their eyes unfocussed with welling emotion. "You know, the guy who was announced as the gentleman from the Transcript." They'd take me to a spot, and point at it and say, "This is where I sat." They'd get into arguments as to where the society desk was, or where the "slot" was, or even where they were, and they'd rush over and get a crony and say, "Tell him this is where I sat, go ahead, tell him." Sometimes they'd remember little differences they'd had in the old days, so long forgotten they were funny now.

Then they'd get to laughing, and pretty soon everybody would get to thinking that life was simpler and funnier and more wonderful five or 10 or 30 years ago than it is now, and that a fellow was amazingly lucky to have had the fortune to have worked on a paper that was so much better than anything else and somehow had better people working for it, and what a terrible shame it was it had to go and fold up like that.

So, a little embarrassed to have happened in on so intimate a family gathering, I discreetly withdrew, pausing only to copy down one of the sample headlines some editorial wag had put on the wall, as a guide to the headline writers:

"JAMES ROOSEVELT SAYS
HE REALLY HASN'T GOT IT
Tells His Public He Spent It
On Beer and Skittles"


SERVICE
BEACON
5200

Monday. May 6. 1946

Up at 9. read the "Herald" breakfast - Orange juice - wheat germ - Minced Lamb on toast - Iced Coffee. Called Wm Moody and he came to take me in town in his car - Rie, office and work - Out at 12.30 with Everett Lane - to Union Oyster House on Union St. Grape fruit juice - Broiled Pork Chop - Green Peas - Roll - Butter - Hot Coffee - to Rie's to Johnson to see Mr. Blake about getting a new bellows for my Graflex camera - to Reisner's to get 3 mouse traps - Office Worked to 4.20. to Belmont with Wm. Moody - Front Porch. Quite warm, late this afternoon but becoming blustery. John not feeling well and in bed. Dinner - Combination Consomme and Chicken

Warmer Today

The old storm which plagued the midwest almost all of last week has intensified and moved slowly northward. It is now located north of the Great Lakes. Meanwhile, a small, young storm, which formed off the Virginia capes Saturday, really an offspring of the old storm, also has intensified, moved northeastward and is now centered in the vicinity of Cape Cod. Held in a vice-like grip between these storms, New England was given the worst drenching yesterday since the last week of April. The young coastal storm was by far the more active of the two. Rainfall, consequently, was particularly plentiful in coastal areas.

With the exception of northern Maine, where cloudy, showery weather will continue today, the remainder of New England will have only partly cloudy skies and considerable sunshine. Temperatures will be higher today than yesterday. Fair weather is expected to continue through tomorrow, but with somewhat lower temperatures.

Cold Rain Comes

The first rain of May arrived in Boston about two hours before daybreak of yesterday. It came in the form of a feeble northeaster which worked up from the south and left a little more than three-quarters of an inch of much-needed precipitation on parching fields.

Saturday had been featured by high cloudiness as the disturbance worked its way up the coast; but there came a partial clearing spell which permitted a view of the setting Sun, later of Venus and the new Moon in the western sky. Even then rain was falling in New Haven and Providence.

At dawn the winds freshened here and reached a velocity of 30 miles an hour, in gusts, before noon. By nightfall the wind had backed through the north to northwest. The storm center had passed east of Provincetown headed for the Gulf of St. Lawrence to join another low front moving eastward from upper Ontario.

There was much fog early last evening. The only cheerful feature of a very dreary Sabbath day was that it actually rained. Temperature averaged about 6 or 7 degrees below normal for the date with maximum in Boston but three degrees higher than the minimum.

The weather map last night indicated fair weather with a considerable rise in temperature for today; but a new cold front was developing near Hudson Bay, to be reckoned with here later on.

May 6, 1946. C. H. B.

soup. Broilers. French fried Potatoes.
Green Peas. Lettuce Salad Russian
Dressing - Rolls - Butter - Gorgonzola
Cheese - Crackers - Milk - Strawberry
Shortcake + Ice Cream at 7+

Frances was down at 4.30 —
a mouse now in her room.
Had caught one in the annex
hall earlier in the evening.

mission of this Allied force was fulfilled at 0241 local time,

, 1945—*General Eisenhower's message to Washington, one year ago.*

Tuesday May 7, 1946
Up at 7.30 for breakfast - orange juice - wheat germ - dropped egg on fish cake - Baked Beans - Toast - Butter - Iced Coffee - once again with Moody to Town - the office - work - over to Boston Headquarters At 12.30 to the Parker House to the Knockers Club - a large attendance - Had Scrambled eggs - stuffed tomato with chicken salad - Roll - Butter Iced Coffee. Back to the office at 2. Over to Boston Headquarters again - Real Estate - Stayed at the office to 5.50. then - with Moody to Warrenton St. Parked the car - Walked around

1st Anniversary of V-E Day Is Observed Today

Commemorating the first anniversary of V-E Day, patriotic observances will be held today and tomorrow in New England communities.

In Boston, the day was officially designated in a proclamation by Mayor Curley.

Announcement of Germany's surrender first reached America one year ago today, but V-E Day was not officially proclaimed by President Truman until May 8.

Windy, Cooler, Frost Tonight

The storm which passed through New England Sunday is now centered in Labrador. Clearing skies in the wake of the storm, together with warm westerly winds, gave us an early, summer-like day yesterday. Last night and early this morning, colder air from Canada's James Bay was heading for us, carried by brisk northwesterly winds. However, this cold air is being constantly warmed by the warm ground and additional sunshine as it journeys southeastward.

Today will be bright and sunny with only partly cloudy skies, except among the high elevations of northern Maine. Here, clouds will be more plentiful and even a shower or two are likely in the afternoon. Lower temperatures, about 10 to 15 degrees lower, will be emphasized by continued moderately brisk northwesterly winds. Temperatures will continue to fall tonight with frost likely in the valleys of northern New England and in the interior low lands of southern New England. Generally fair weather with mild daytime temperatures will continue through tomorrow.

Gales in Upper Air

The weather feature of yesterday was an onrush of warm air from the southwest, following the cold front of Sunday's storm which had moved on over the Maritime Provinces.

Overhead, during a large part of the day, were broken cumulonimbus clouds, dark and dense, from which came patters of raindrops in Eastern Massachusetts, but no measurable precipitation. Some light showers were reported throughout New England with thunder at Providence, also at Putnam, Conn., and thundershowers at Bangor, Me., and on Mt. Washington.

The black cloud masses were tossed and tumbled along their course by southwest to west gales of progressive velocity at increasingly high levels.

For instance: At Boston a pilot balloon was whisked into a cloud mass after it had shown a velocity of 44 miles an hour at 6000 feet. Portland, Me., reported 41-mile velocity at 5000 feet, 50 at 12,000, 96 at 18,000 and 93 at 20,000.

Over the Boston area the clouds, in the two hours before sunset, became fewer and lighter, taking on fantastic shades, their contours lined with silver, later changing to gold.

THE first anniversary of V-E Day brought little celebration anywhere. Too many people remembered how much nearer to peace we were before we started peacemaking.

to kill time - viewed the Farm down site of the Cocoanut Grove Disaster. Then to the Ritz Casino attended the spring dinner of the Boston District office - had a hurried dinner - steak, french fried Potatoes, and carrots - left at 7.45 one of the agents drove me out to Cushing Square. Attended the historic exercises at the Methodist Church - after it was over Hannah Collins, Josiah, Eleanore and I walked down to Mother's - to bring to her the calla lilies and red roses that the family had given for the services + Home at 10.30 and so to bed.

One Year Ago



Boston Evening Globe

British V-E Day Tomorrow

Churchill to Speak at 9 A. M.—Holiday in Canada Tomorrow

LONDON, May 7 (AP)—The British Ministry of Information announced that tomorrow will be treated as V-E Day. The Ministry said officially that "in accordance with arrangements between the three great powers, the Prime Minister will make an official announcement at 3 p. m., British double Summer time (9 a. m. Eastern War Time).

Truman Will Wait for "Simultaneous Announcement"

WAR IS OVER IN EUROPE

Surrender of All German Armies Signed at Eisenhower's Headquarters in France at 8:41 Last Night

By EDWARD KENNEDY

REIMS, France, May 7—(AP)—Germany surrendered unconditionally to the Western Allies and Russia at 2:41 A. M. French time today.

(This was at 8:41 P. M., Eastern War Time Sunday.)

The surrender took place at a little red school house which is the headquarters of Gen Eisenhower.

The surrender which brought the war in Europe to a formal end after five years, eight months and six days of bloodshed and destruction was signed for Germany by Col Gen Gustav Jodl.

Jodl is the new chief of staff of the German Army.

It was signed for the Supreme Allied Command by Lt Gen Walter Bedell Smith, chief of staff to Gen. Eisenhower.

It was also signed by Gen Ivan Susloparoff for Russia and by Gen Francois Sevez for France.

Gen Eisenhower was not present at the signing, but immediately afterward Jodl and his fellow delegate, Gen Adm Hans Georg Friedeburg, were received by the supreme commander.

They were asked sternly if they understood the surrender terms imposed upon Germany and if they would be carried out by Germany.

They answered yes.

PAGE ONE A YEAR AGO TODAY



MORNING ON TREMONT STREET — 1869

Trustees Club—
Tuesday—
May 7-1946-

PARKER HOUSE

School and Tremont Streets, Boston, Mass.

CLAMS AND SEAFOOD

Lobster Cocktail	1.00	Assorted Seafood Cocktail	.90
Cherrystone Clams	.45	Fresh Shrimp Cocktail	.90
Stuffed Tomato Nelson	.60	Little Neck Clams	.40
Clam Juice Cocktail	.25	Cocktail Sauce	.05

RELISHES

Queen Olives	.30	Fresh Fruit Cocktail	.65
Canape of Anchovies	.75	Rose Radishes	.20
Native Celery	.40	Stuffed Queen Olives	.30
Stuffed Celery	.60	Hors d'Œuvres, P.P.	1.25
Italian Antipasto	.75	Marinated Herring	.75

SOUPS

Puree of Lentil Soup a la Napolitain, Tureen	.50	Chicken Broth with Rice, Tureen	.50
Consomme Vermicelli. Tureen	.40	Jellied Essence of Tomato, Cup	.30

PARKER HOUSE SPECIALTIES

BROILED LIVE LOBSTER
with Sliced Tomatoes. . . . . Chicken 1.75, Large 2.75

★★PARKER HOUSE LOBSTER STEW
en Casserole 1.40

★★BROILED PARKER HOUSE SCHROD,
Parsley Butter 85

★★BROILED FRESH HONEYCOMB TRIPE,
a la Parker 1.00

FRIED FRESH SILVER SMELTS
Tartar Sauce, French Fried Potatoes and Cole Slaw . . . 1.00

BROILED SHAD ROE AND BACON
with French Fried Potatoes and Green Salad . 1.65

FRIED SOFT SHELL CRABS
with Tartar Sauce, French Fried Potatoes
and Green Salad 1.75

COLD DISHES

PARKER HOUSE DEEP SEAFOOD COMBINATION 1.40

COLD CHICKEN LOBSTER
with Sliced Tomato 1.65

PARKER HOUSE CHEF'S SALAD BOWL
with Julienne of Ham 95

COLD SLICED HAM AND BEEF TONGUE
with Potato and Tomato Salad 1.50

★★Famous at THE PARKER HOUSE for over 80 years.

In accordance with the request of President Truman, the members of the City of Boston Hotel Association are cooperating in the matter of saving white flour and fats. You may note that the variety of bread and rolls is somewhat curtailed. We ask your cooperation.

All Prices listed are our Ceiling Prices unless otherwise indicated, in which case they are below ceiling Prices. By OPA regulation our Ceilings are our highest Prices from April 4 to April 10, 1943. Records of these Prices are available for your inspection.

"Prices of items that may be sold and which do not appear on this menu are listed on the A La Carte menu which is available for inspection."

LUN

PARKER HOUSE

Midnight Alarm
Champagne Cocktail
Raspberry Rum Cock
Manhattan

Puree of Lentil Soup a
Napolitain
Half Grapefruit with
Shrimp and Lobster C

BUT ice per Person

1 ★SCRAMBLED E
with Baked Chicken and Rissole Potato .90

2 ★NEW ENGLAND DINNER,
Egg Sauce, Potato and Pork Scraps . .95

3 ★BAKED BEEF L
with Creole and String Beans . . 1.15

4 ★BROILED FRESH
Parsley But and Garden Peas 95

5 ★GRIDDLE CAK
with Baked sages, Maple Syrup
and Fruit 80

6 ★BROILED FRESH
on Fresh A weet Potatoes 1.15

7 ★GOLDEN BROW QUETTES,
Sauce Poule Rissole Potato 1.00

8 ★COLD SMOKED ND SLICED TURKEY
with Potato 1.25

Served fr 3 P. M.

to Serve

Tuesday, May 7, 194

Mass. Old Age Tax 5%

Charlie Barnes
George Barnes
Chandler Bigelow
Joe Cotton
Jerry Henderson
Curtis Hunt
Mason Sears
Charlie Shague
Bryant Tuckerman
Tom White
Clive Barnes
Ben Felt

VEGETABLES

Whole Artichoke with Drawn Butter . . 60

New Buttered Beets	.30	Summer Squash	.40
Buttered Young Carrots	.30	Fresh String Beans	.40
Green Peas	.40	Cauliflower 40, au Gratin	.50
		Spinach 35, Creamed	.40

Fresh Green Corn on Cob 35

FRESH ASPARAGUS WITH DRAWN BUTTER 65

POTATOES

Boiled, each	.15	Lyonnaise	.30
Hash Browned	.25	French Fried	.25
Delmonico	.35	Hashed in Cream	.25
Whipped	.25	Candied Sweet	.35

Baked Idaho Potato 30

SALADS

Chicken	1.25	Cooked Vegetable	.75
Lettuce	.50	Fresh Fruit	.90
Combination	.75	Chef's Small	.45
Potato	.50	Tomato	.65
Cucumber	.50	Lobster	1.75
Thousand Island	Russian	French	Mayonnaise

SANDWICHES

Club	.90	Beef Tongue	.50
Ham and Cheese	.55	Sliced Chicken	.65
Ham	.45	Chicken Salad	.50
Lobster Salad	.90	Swiss	.45

DESSERTS

Apple Pie	.25	Cherry Jello with Whipped Cream	.20
Pineapple Pie	.25	Cup Custard	.25
Banana Float with Fruit Sauce	25	Pie a la Mode	.45
Chocolate Marshmallow Cake	20	Cheese for Pie	.05

Old Fashioned Fresh Strawberry Shortcake with Whipped Cream 50

PARKER HOUSE ICE CREAM

Vanilla	.25	Orange Sherbet	.25
Chocolate	.25	Fruit Punch Sherbet	.25
Coffee	.25	Frozen Pudding	.35
Banana Ice Cream	.25	Pistachio	.25
Neapolitan Ice Cream	.45	Fresh Strawberry	.25

Fresh Strawberry Roll, Strawberry Sauce 50

CHEESE
(with Toasted Crackers)

Camembert	.35	Blue	.45
American	.25	Cream	.25
Liederkranz	.35		

FRESH FRUITS

Grapefruit, Half	.25	Sliced Fresh Pineapple	.35
Sliced Bananas with Cream	.25	Orange: Whole 15, Sliced	.25
Preserved Peaches	.25	Stewed Fresh Rhubarb	.25
Iced Watermelon	.45	Baked Apple with Cream	.35

FRESH STRAWBERRIES WITH CREAM 45

BEVERAGES

Parker House Coffee, Pot	.20	Tea, Pot	.25
Milk, Half Pint	.15	Ovaltine, Pot	.25
Demi Tasse	.15	Buttermilk, Half Pint	.15

Bread or Parker House Rolls and Butter 10c per Person

PARKER HOUSE ROLLS originated at THE PARKER HOUSE
Served from 12M to 2:30 P. M. and 6 to 8 P. M.

Room Service 5c per portion additional.
We regret that we cannot be responsible for articles lost unless checked.

Sunday Morning on Tremont Street

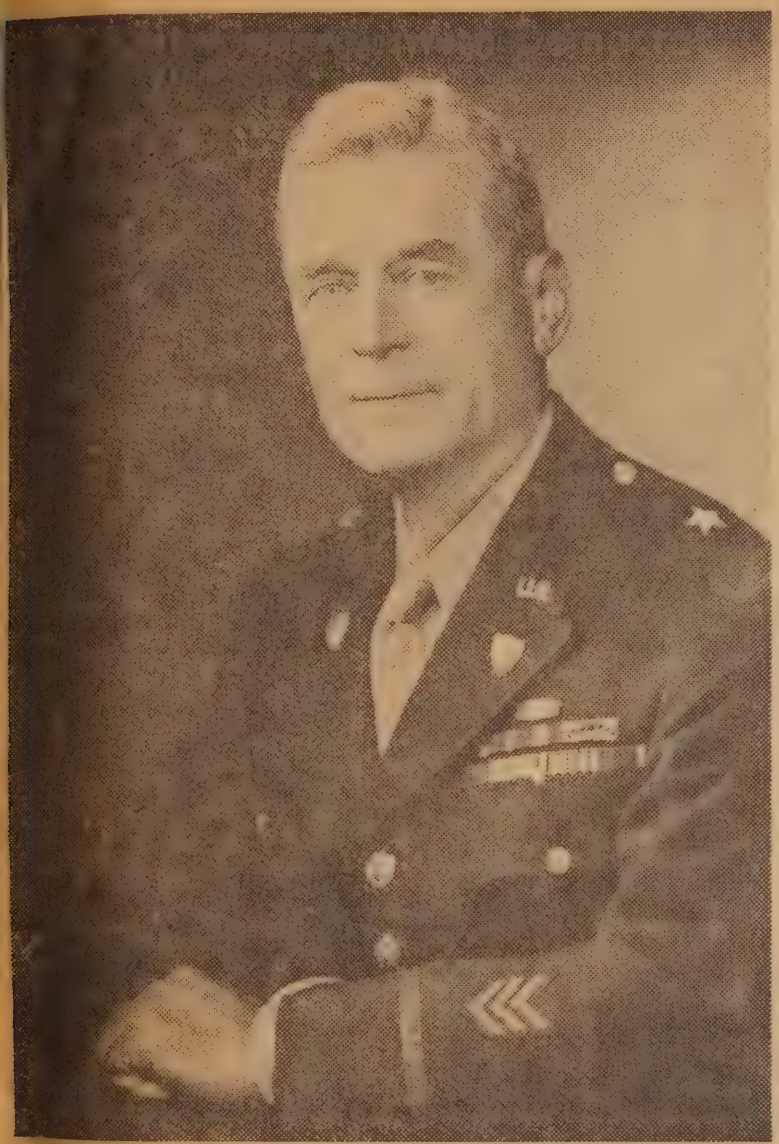
IN THIS colorful scene the artist has caught the crisp clearness of winter and the tranquil atmosphere of Boston in 1869. Prominent in the foreground is "Brimstone Corner" at Park and Tremont Streets, with historic Park Street Church the center of the brilliant composition. The "Old Granary" burying ground, still a Boston landmark, is visible adjacent to the church, and in the rear stands the old Tremont House, which faced the original Parker House and with it shared international fame as the finest hostelries in the world. "Brimstone Corner" was so called because brimstone for making gunpowder was stored in the church during the War of 1812 and the "Old Granary" burying ground derives its name from the fact that on its site once stood the town granary.

☆

From original painting by E. E. Anthony

LOANED BY HOME SAVINGS BANK, BOSTON

Gov. Tobin Replaces Gen. Keville, State Adjt. General, With Democrat



BRIG. GEN. WILLIAM J. KEVILLE

The political axe fell this week on one of the Commonwealth's most outstanding and distinguished civic and military leaders when Gov. Maurice J. Tobin replaced Brig. Gen. William J. Keville of Belmont, a Republican, by Col. William H. Harrison, Jr., a Democrat, to the important post of adjutant general.

Gen. Keville, who received his appointment in April, 1943, by the then governor, Leverett Saltonstall, has been a "hold-over" ever since the Tobin administration took office last fall. He makes his home at 174 School street.

From a political angle, the dismissal is well-described by William E. Mullins of Belmont, political writer for the Boston *Herald*, whose column carried the following story in part, on Wednesday:

"This administration gave the old heave-ho to another decent citizen yesterday. The latest victim of Gov. Tobin's determination to place none but Democrats on guard is Brig.-Gen. William J. Keville, the distinguished adjutant general of the commonwealth. Although his dismissal from state service was based on several pretexts, the chances are that he would not have been fired if he had not been a Republican.

"His successor will be Col. William H. Harrison, Jr., an old Mission Hill boy, who is the state quartermaster, a Democrat and currently on terminal leave from the Army in which he served in the quartermaster section in England during the war.

"The Governor told Gen. Keville, who is observing his 50th year of direct association with the military service, that he would have to go to make way for a younger man who is to direct a contemplated reorganization of the National Guard.

"Gen. Keville joined what was the National Guard back in 1896 and always since he has been directly associated with it except when his various units have been taken into federal military in wartime. He fought in the Spanish-American war, went to the Mexican border in 1916 and to France in 1917 as commander of the 101st Ammunition Train. In World War II he was state adjutant general. The Army wouldn't take him because of his advanced years and so his sons went along and engaged in active service. . .

"Sentiment and connections, of course, are not permitted to count with this administration, otherwise Gen. Keville would not have been fired. For many years he has been prominently associated with several fraternal organizations in which the Governor also holds membership . . ."

Outside of the military, Gen. Keville's record of public service includes a term as U.S. Marshal at Boston from 1920 to 1932. He is chairman of the Board of Trustees of the Chelsea Soldiers' Home, of which he has been a trustee since 1919. His two terms on the Belmont School Committee, from 1917 to 1923, were interrupted by his war service. He is a director of the Waverly Co-operative Bank and a former president of the Belmont Country Club.

As head of the Boston firm of Eldredge and Keville, he has long been prominent as a real estate trustee.

THIS IS HOW I SEE IT

By W. E. Mullins

Keville's Dismissal Has All the Earmarks Of Another Case of Not Being a Democrat

This administration gave the old heave-ho to another decent citizen yesterday. The latest victim of Gov. Tobin's determination to place none but Democrats on guard is Brig.-Gen. William J. Keville, the distinguished adjutant general of the commonwealth. Although his dismissal from state service was based on several pretexts, the chances are that he would not have been fired if he had not been a Republican.

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It's no surprise that Gen. Keville was kicked out. In fact, it was expected months ago and probably was deferred only until Col. Harrison was ready to assume charge of the state's military department. Moreover, they won't have to pass any tin cup for Gen. Keville. He can live comfortably without his state salary and probably would be fully reconciled to go if they didn't try to kid him about the reason for replacing him.

Tardy Decision

Sentiment and connections, of course, are not permitted to count with this administration, otherwise Gen. Keville would not have been fired. For many years he has been prominently associated with several fraternal organizations in which the Governor also holds membership.

This tardy decision to oust Gen. Keville probably could be traced to the protest voiced recently by Senator Joseph L. Murphy of Dorchester against the procedure in appointing a Republican to be state public works commissioner. At the time the Governor nominated Registrar King, a prominent Republican, Senator Murphy insisted that the administration return to its original policy of giving all the good jobs to Democrats.

It well could be that Murphy knows the mood of the Democrats. When this Legislature was organized in 1945 he was the administration's choice for Senate floor leader and was elected to this post. At the start of the current session he protested bitterly against the direction in which the administration had turned and threatened to abdicate his leadership in the Senate.

The result of his outspoken criticism was a decision to purge him, and a candidate, Rep. Edward J. Mulligan of Dorchester, was promoted into the contest against Murphy. Mulligan was authority for the statement that he was the administration's choice put into the contest for the sole purpose of defeating Murphy. Eventually, after looking over the district, Mulligan retired and is now seeking reelection to the House. Today Murphy is unopposed for a fifth term in a district which, prior to his current tenure, never had given a senator more than two terms.

Ward Holds Dubious

> The point to bringing all this up is that it points out something. It points out that this administration may not be too popular back in the wards. If the Democrats in that large Dorchester district were angry at Murphy for rapping Mr. Tobin's knuckles they would be undertaking to chastise him in the primary instead of giving him an uncontested nomination. The sentiment would have been to promote a strong opponent or else to give Mulligan such assurances of support that he would not have become discouraged and retired to his own ward for his House seat.

Apprehension that this feeling is widespread may furnish the explanation for the protest being promoted before the state ballot law commission against the nomination papers filed by Atty. Francis D. Harrigan for Governor.

Incidentally, it will be interesting to watch how Chairman George H. Hudson of the ballot law commission relieves himself of the embarrassment of sitting on this protest. It is preposterous, of course, to think that he would undertake to sit in the case because of his intimate contacts with Mr. Tobin. He is the brother of the Governor's closest associate—Judge Eugene J. Hudson—who served as chief secretary to the Governor before being appointed to the superior court. There is no precedent for a ballot law commissioner disqualifying himself and so Chairman Hudson will have to frame up one.

Public Service Electric and Gas Company

Plainfield, N.J.
May, 7th 46.

Friend Jay,

I received your very welcome picture of the old gang At Rye North Beach. In their Base Ball Togs. and it seemed good To see some of the boys that I used to play ball with, you being the tallest stood out most promonient in same, the reason that I did Not write sooner was that our ball season just started last Night And I wanted to send you the box score, It was a pretty tight game up until the last when we got Two runs to sew it up, and That was the old ball game, O K huh. The weather here has Been very cool here of late. more like Foot Ballsseason Then Base ball. oh well we should get some warm weather before long I see by the Papers that The Old Boston Red Sox Have Won eleven Straight Games In A row, Gee I would like to see the old Bean Town Win the Pennant this year. as I worked In Waltham For Several Years I feel that I am a part of the State. I played ball in Several towns In Mass. Including Watertown, and we won our game There as well as several other towns. Well Jay I guess I have Said Enough for this time. I will close,

With Best Regards,

Arthur E. Caswell.

1234 Cameron ave.

May 7, 1946

William K, Jackson, Esquire
United Fruit Company
1 Federal Street
Boston, Massachusetts

Dear William:

To the deserved flood of congratulations you are receiving concerning your being chosen to head the Chamber of Commerce of the United States, kindly add mine.

Having had the opportunity to work with you in some of our civic efforts here, I know how well fitted you are for your new and supremely important undertakings, of the incisiveness and exactness of your thinking, and of your tireless energy.

It so happens that a year ago this morning Germany surrendered. At that time most Americans thought that we were setting forth into happier days. Quite the contrary has happened. A turn for the better must come and I feel that the national chamber under your guidance will play an exceedingly important part in bringing that about.

Sincerely yours,

Jay P. Benton

JRB:BCC

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

DISTRICT OFFICE
WHITE, SUPT.
UNTINGTON AVENUE
BOSTON, MASS.

April 12, 1946

Mr. Jay R. Benton
President

Dear Mr. Benton:

It is with great pleasure that we extend to you a cordial invitation to attend the annual banquet of the Boston Agency of the Boston Mutual Life Insurance Company, to be held Tuesday, May 7, 1946, at the Rio Casino, 76 Warrenton Street, Boston, Mass.

Dinner will be served at 7:00 p.m., and the wives and guests of the employees of the Boston district will be present.

I would like very much to have you with us on that date.

Sincerely yours,

J. White

Supt.

P

Methodist Church Burns Mortgage



Located on one of Belmont's most commanding sites, the Belmont Methodist Church celebrates its twenty-fifth anniversary this week with the burning of its mortgage. The first basement unit of this church was dedicated in 1923 and the final main unit was completed in 1939.

Methodists' 25th Anniversary To Feature Mortgage Burning

Week of Outstanding Services Including Historical Night and Reception to Imlers; To Follow Two Ceremonies Sunday

On the twenty-fifth anniversary of its inception, the Belmont Methodist Church is celebrating this Sunday and the coming week with the burning of its mortgage, culminating a period of work and service to the community under the leadership of a single pastor, Rev. D. Joseph Imler.

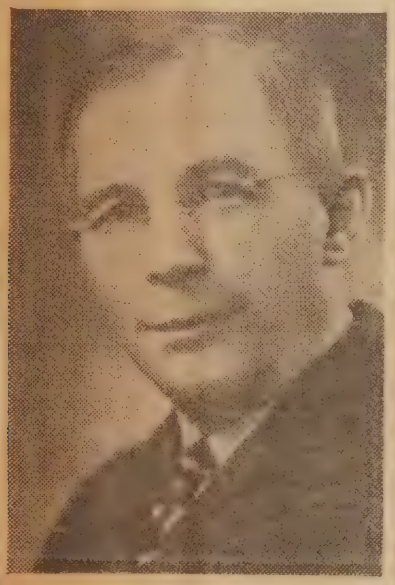
With appropriate ceremony at two identical services Sunday morning, the mortgage will be presented to Joseph Earl Perry, chairman of the board of trustees since 1921, to be burned, half at the first service and half at the second service. A week of outstanding services will follow, including historic night on Tuesday when the history of the church will be read and the roll of charter members called; a reception to Mr. Imler and his family Friday night in recognition of their remarkable services to the church for 25 years; and two services on Sunday, May 12, at which Bishop Edwin H. Hughes of Washington, D. C., will preach.

In January 1921, after several preliminary meetings, a group of local people desiring to establish a Methodist Church in Belmont held its first services in the chapel on the estate of the late Col. E. C. Benton. Various preachers supplied the pulpit until April of that year when the New England conference assigned to the church its first pastor, Rev. Mr. Imler, then a student at the Boston University school of theology. He has been retained as minister ever

since.

After purchasing land at the corner of Palfrey road and Common street, the highest spot of ground in the Payson Park section of Belmont, the first basement unit of the church was dedicated in 1923, and the congregation met there until 1938, when they moved to the Chenery school until the present main unit of the church was completed in 1939.

The present building, costing over a quarter of a million dollars, is one of the most beautiful and well-equipped churches in Belmont. In addition to the main part of the church, there are spacious Sunday school rooms, a gymnasium and social hall, a chapel and church parlor. A particular feature of the church are the chimes in its



Rev. D. JOSEPH IMLER
Pastor for 25 Years

tower, which can be heard throughout that section of town on Sunday mornings and at Christmas, playing familiar hymns and carols.

Starting with only 66 charter members, in twenty-five years over 2,300 people have joined the church, with a present active membership of 1,510. In addition to a large Sunday school, the activities of the church include its Woman's Society which figures largely in the history and development; the Men's Class which meets every Sunday morning; its Boy and Girl Scout troops, and various young people's organizations.

Belmont Methodist Church

Common Street, near Cushing Square

Belmont, Massachusetts



REV. D. JOSEPH IMLER, Minister

36 Bellevue Road, Belmont

Historic Night, Tuesday, May 7, 1946

Eight O'clock

ORGAN PRELUDE — "Choral Prelude" *Boellman*

PROCESSIONAL Hymn No. 278

Congregation rising to sing first verse

INVOCATION AND LORD'S PRAYER

ROLL CALL OF CHARTER MEMBERS

ANTHEM — "King All Glorious" *Barnby*

HISTORY OF THE CHURCH JOSEPH EARL PERRY
Chairman of Trustees

ANTHEM — "The Lost Chord"

GREETINGS FROM THE BOSTON DISTRICT

DR. WILLIAM GUNTER
Superintendent of the Boston District

HYMN — Congregation rising to join in hymn Hymn No. 73

ADDRESS BISHOP LEWIS O. HARTMAN
Bishop of The Boston Area

RECESSIONAL — Congregation rising to join in hymn Hymn No. 279

BENEDICTION DR. WEBSTER H. POWELL

ORGAN POSTLUDE

THE FLOWERS

The flowers this evening are presented by Mrs. Janet Scott MacKenzie and Mr. Roscoe E. Scott in loving memory of their father and mother, Mr. and Mrs. C. S. Scott. Mrs. Scott was the first president of our Woman's Society.

By Mrs. Everett C. Benton and her children in loving memory of Everett Chamberlin Benton and Mrs. Harriet Hull Rogers.

MAY 7, 1946 - MAY 12, 1946

THE LOOK AHEAD

I am done with the years that were; I am quits;
I am done with the dead and old.
They are mines worked out; I delved in their pits;
I have saved their grain of gold.

Now I turn to the future for wine and bread;
I have bidden the past adieu.
I laugh and lift hands to the years ahead:
Come on! I am ready for you!

—Edwin Markham

A MEMORIAL

Mr. and Mrs. E. P. Gates present a beautiful booklet, "The Symbolism of The Belmont Methodist Church" in memory of their son T/5 Charles E. Gates, a loyal member of this Church, who died in Manila, August 14th, 1945, in the service of his country.

The ushers will present one of these booklets to each family who did not receive one last Sunday.

WE CONTINUE TO CELEBRATE OUR TWENTY-FIFTH ANNIVERSARY

We welcome Bishop Lewis O. Hartman of the Boston area to our Church on this historic occasion to preach the anniversary sermon, and to share with us in the joy of a debt-free church.

RECEPTION FRIDAY EVENING AT 8:00 O'CLOCK

Reception to Rev. and Mrs. D. Joseph Imler and family, Friday evening at 8:00 o'clock. Program and refreshments at 8:45 o'clock.

BISHOP EDWIN HOLT HUGHES

Bishop Edwin Holt Hughes of Washington, D. C., will preach twice on Sunday, May 12th, at 10:55 a. m. and 7:30 p. m.

All visitors to our Church are invited to sign the Guest Book in the Church Parlor.

Minister, Rev. D. Joseph Imler, Telephone Bel. 0264

Trustees

J. E. Perry, E. A. Churchill, W. L. Larkin, C. W. Howard, E. P. E. E. Andrews, A. G. Simm, C. D. Shepherd, W. E. Munday.

Stewards

Mrs. B. W. Clarke, Mrs. R. Bell, Mrs. M. [illegible], Mrs. A. Fraser, Mrs. Powell, Mrs. F. D. Staples, Mrs. W. S. Bruton, Mrs. J. P. Coates, Mrs. A. G. Mrs. W. H. Ellison, Miss L. K. Stearns, Mrs. Hazel C. Parks, Mrs. Mary Mrs. J. P. Scott, Mrs. C. A. Prescott, R. Stewart, L. S. Harris, H. P. J. J. A. Lowery, T. McSorley, A. W. Andrews, W. D. Taylor, B. W. Cl Machen, E. Cochrane, A. W. Gosnell, W. L. Ritcey, W. J. Irving, H. C. Gr J. Holaday, M. Gifford, E. Blakelock, S. R. Sanford, R. T. Sanford, K. Ta Miller, A. W. Owens, A. D. McNab, W. S. Bruton, S. J. Dewey, J. W. W. F. MacDonald, Emil Linn, Cyril Moore, Robert Munroe, Mrs. W. H. W. H. Reid, Mrs. H. Brentlinger, G. Higginbottom, M. E. Williams, Spinney, R. L. Megowen.

Treasurer, Malcolm W. Chase, 32 Warwick Road, Belmont

Collector Current Expense, Norman W. Clark, 35 Broad Street, Belm

Collector Building Fund, W. A. Wetherbee, 88 Robbins Road, Watertow

Communion Steward, C. A. Prescott *Recording Steward,* Mildred

Communion Assistants

W. S. Bruton, A. W. Andrews, Claude Machen, H. C. Greenlaw, Chester Shepherd, R. T. Sanford, W. L. Ritcey

J. W. MacDonald, A. W. Owens *Minister,* Dr. Webster H. Pow

Local Preacher, Raymond Ripley

Woman's Society of Christian Service

President, Mrs. Malcolm W. Chase, 32 Warwick Road, Belmont

Vice-Presidents, Mrs. Harold T. Stowell, Mrs. Fred L. Greaves, Mrs. Greenlaw, Mrs. Ralph Libby

Secretary, Mrs. Jesse C. Foust; *Treasurer,* Mrs. Frank D. Staples

Sunday School

Director Religious Education, Mrs. W. H. Powell

Superintendent Cradle Roll, Chester Shepherd *Superintendent Young Primary,* Mark G

Superintendent Intermediate, Emil C. Linn

Superintendent Juniors, Mrs. Mark Gifford

Superintendent Primary, Miss Ethel K. Stearns

Superintendent Nursery, Mrs. Allan McNab

Superintendent Kindergarten, Mrs. M. R. Durkee

Superintendent Cradle Roll, Mrs. Lorin W. Austin

Commonweal Men's Class

President, Erling Klafstad *Vice-President,* Morgan E. Willi

Secretary, Robert Sanford *Treasurer,* Harold Reynolds

Elisabeth Brown Class for Women

President, Mrs. Ralph Libby

Vice-President, Mrs. Emil Linn *Secretary,* Mrs. Reinhold Nor

Treasurer, Mrs. George E. Apel

Young People's Societies

Fellowship Group Committee

Wesleyans, *President,* Dale Schaffer Questers, *President,* Barbara

Music Committee

W. S. Bruton, A. G. Simm, Mrs. W. L. Boyd, E. S. Hunter, Mrs. Stanley Coates, Miss Lillian Scriven

House Committee

L. S. Harris, Mrs. Richard Bell, Mrs. W'm. H. Ellison, Mrs. W. L. Boyd, A. W. Gosnell

Finance Committee

J. A. Lowery, W. A. Wetherbee, J. E. Perry, N. W. Clark, R. T. Sanford, Frank Staples, Mrs. W. S. Bruton, Malcolm W. Chase, *Auditor,* W. L. Borig Frank Staples, Mrs. W. S. Bruton, Malcolm W. Chase, A. G. Simm; *Auditor,* Boright.

Ushers

R. T. Sanford, *Chairman* Chester Shepherd, C. A. Prescott, A. W. And W. L. Ritcey, H. C. Greenlaw, Walter Irving, Kenneth Tabor, J. W. MacD J. R. Munroe, C. L. Moore.

Sexton: Alfred M. Burgess, 68 Bartlett Ave., Belmont, Bel. 4399 Church Bel. 0

The Twenty-fifth Anniversary
1921 ✠ 1946



The Belmont Methodist Church
Belmont, Massachusetts

May Fifth to May Twelfth
Nineteen Hundred and Forty-six



Enter into His gates with Thanksgiving
and into His Courts with Praise

Sacred Memories which cluster about
its Sanctuary invite You to Enter
and Worship

Its School of Religion calls You and
Your family to Enroll as Students
of Christ

Its Rich fellowship and friendliness
reach out to Bless You and Yours

Its World Program of God's Kingdom
of Brotherhood challenges Your
Loyal Service

Ye Are The Light
Of The World

A City Set On A Hill
Cannot Be Hid

Neither Do Men Light
A Candle And Place
It Under A Bushel
But On A Candlestick

We Have Built Our
Church On A Hill.
It Is Christ's Church
Giving Its Light And
Leading To Men



REV. D. JOSEPH IMLER

Minister of the Church Since Its Organization In 1921

Sunday Morning, May 5, 1946

Nine-thirty and Eleven O'clock

TWO IDENTICAL SERVICES

HALF OF THE MORTGAGE TO BE BURNED AT EACH SERVICE

ORGAN PRELUDE — "Andante Religioso" *Thome*

PROCESSIONAL Hymn No. 280

Congregation rising to sing first verse

Minister: Who shall ascend into the hill of the Lord? or who shall stand in his holy place?

Congregation: He that hath clean hands and a pure heart; who hath not lifted up his soul unto vanity, nor sworn deceitfully.

Minister: He shall receive the blessing from the Lord, and righteousness from the God of his salvation.

INVOCATION AND LORD'S PRAYER

PSALTER READING — Congregation seated Page 577 Second Reading

GLORIA — Congregation rising to sing the Gloria

ANTHEM — "The Heavens Are Telling" *Haydn*

SCRIPTURE

PRAYER AND RESPONSE (Organ and Chimes)

NOTICES

OFFERTORY — "Vision" *Rheinberger*

ANTHEM — "Hallelujah Chorus" *Handel*

HYMN — Congregation rising to join in hymn Hymn No. 267

SERMON — "Let's Dream a Dream" REV. D. JOSEPH IMLER

Burning of the Mortgage

Presentation of Mortgage

For Finance Committee — Mr. Robert S. Sanford

For Burn the Mortgage Committee — Mr. A. Glenn Simm

For Church Treasury — Mr. Malcolm W. Chase

To

Chairman of Trustees — Mr. Joseph E. Perry

We present unto you this mortgage here to be burned as a symbol of a debt-free Church.

The Chairman of Trustees:

I accept this mortgage, symbol of a debt-free Church and here in the presence of the assembled congregation we burn it. (Burning of Mortgage)

As the smoke of the burning mortgage ascends may it be as a token of our love and undying devotion to God and this Church which is now freed from all claims of this world.

Choral Response — Sanctus No. 584

People Rising

Therefore with angels and archangels,
and with all the company of Heaven,
We laud and magnify Thy glorious name.
Evermore praising Thee and saying:
Holy, holy, holy, Lord God of Hosts,
Heaven and earth are full of Thy glory;
Glory be to Thee, O Lord most High. Amen

Doxology — Full Organ — Full Voice

Recessional — Congregation rising to join in hymn Hymn No. 164

Benediction — "Sevenfold Amen"

Organ Postlude

Tower Chimes

Historic Night, Tuesday, May 7, 1946

Eight O'clock

ORGAN PRELUDE — "Choral Prelude" *Boellman*

PROCESSIONAL Hymn No. 278

Congregation rising to sing first verse

INVOCATION AND LORD'S PRAYER

ROLL CALL OF CHARTER MEMBERS

ANTHEM — "King All Glorious" *Barnby*

HISTORY OF THE CHURCH JOSEPH EARL PERRY
Chairman of Trustees

ANTHEM — "The Lost Chord"

GREETINGS FROM THE BOSTON DISTRICT
DR. WILLIAM GUNTER
Superintendent of the Boston District

HYMN — Congregation rising to join in hymn Hymn No. 73

ADDRESS BISHOP LEWIS O. HARTMAN
Bishop of The Boston Area

RECESSIONAL — Congregation rising to join in hymn Hymn No. 279

BENEDICTION DR. WEBSTER H. POWELL

ORGAN POSTLUDE

Reception, Friday, May 10, 1946

Eight O'clock

RECEPTION TO

REV. AND MRS. D. JOSEPH IMLER

Program, Eight Forty-five O'clock

JOHN H. OAKES, *Master of Ceremonies*

MUSIC BY THE MATZEK INSTRUMENTAL TRIO

Demande et Réponse

La Caprice de Nannette (From Petite de Concert)
S. Coleridge-Taylor

HANNAH MATZEK, *Piano*
BESSIE KREIDER, *Violin*
HELEN HAMILTON, *Cello*

SELECTIONS — Quartette of Twenty-five years ago

MRS. ARTHUR GOSNELL, *Soprano*
MISS MARGUERITE KING, *Contralto*
A. GLENN SIMM, *Tenor*
CARLETON WHITE, *Bass*
MRS. LESLIE RUSSELL, *Pianist*

Sunday Morning, May 12, 1946

Ten Fifty-five O'clock

ORGAN PRELUDE — "Praeludium Circulaire" *Gaul*

PROCESSIONAL Hymn No. 562

Congregation rising to sing first verse

Minister: Who shall ascend into the hill of the Lord? or who shall stand in his holy place?

Congregation: He that hath clean hands and a pure heart; who hath not lifted up his soul unto vanity, nor sworn deceitfully.

Minister: He shall receive the blessing from the Lord; and righteousness from the God of his salvation.

INVOCATION AND LORD'S PRAYER

PSALTER READING — Congregation seated Page 575 Second Reading

GLORIA — Congregation rising to sing the Gloria

ANTHEM — "Unfold Ye Portals" *Gounod*

SCRIPTURE

PRAYER AND RESPONSE — Organ and Chimes

NOTICES

OFFERTORY — "Huldegungsmarsche" *Grieg*

ANTHEM — "Lord for Thy Tender Mercies Sake" *Farrant*

SILENT PRAYER

HYMN — Congregation rising to join in hymn Hymn No. 178

SERMON BISHOP EDWIN HOLT HUGHES

RECESSIONAL — Congregation rising to join in hymn Hymn No. 189

BENEDICTION

ORGAN POSTLUDE

TOWER CHIMES

Sunday Evening, May 12, 1946

Seven-thirty o'clock

ORGAN PRELUDE — "First Movement, Pastoral Symphony" *Rheinberger*

PROCESSIONAL Hymn No. 31

Congregation rising to sing first verse

Minister: Who shall ascend into the hill of the Lord? or who shall stand in his holy place?

Congregation: He that hath clean hands and a pure heart; who hath not lifted up his soul unto vanity, nor sworn deceitfully.

Minister: He shall receive the blessing from the Lord; and righteousness from the God of his salvation.

INVOCATION AND LORD'S PRAYER

PSALTER READING — Congregation seated Page 578 Second Reading

GLORIA — Congregation rising to sing the Gloria

ANTHEM — "Send Out Thy Light" *Gounod*

NOTICES

OFFERTORY — "Largo" *Handel*

SCRIPTURE

PRAYER AND RESPONSE — Organ and Chimes

DR. WEBSTER H. POWELL

ANTHEM — "Divine Praise" *Bortniansky*

SILENT PRAYER

HYMN — Congregation rising to join in hymn Hymn No. 264

SERMON BISHOP EDWIN HOLT HUGHES

RECESSIONAL — Congregation rising to join in hymn Hymn No. 288

ORGAN POSTLUDE

TOWER CHIMES

A Condensed History

of the

BELMONT METHODIST CHURCH 1920-1946

BY

JOSEPH EARL PERRY

Chairman of the Board of Trustees

The history of the Methodist Church in Belmont, Massachusetts, is a story of vision, faith and loyalty written in a rapidly growing suburb of Boston, by a group of middle class people who followed the extraordinarily successful leadership of a single pastor. At every turn, that story is silhouetted against the most interesting, the most challenging, the most crucial quarter century mankind has ever experienced.

When, in the summer of 1920, preliminary meetings were held looking toward the organization of a new church, the participants lived in a world strangely different from that in which this twenty-fifth anniversary is being observed. World War I had ended less than two years before. The Versailles Treaty and the first meeting of the League of Nations were nearly contemporary events, but it was a full decade before the last troops were withdrawn from Germany (1930), and the science, economics, politics, philosophies, and much of the mechanics of daily living of that day, have long since become outmoded.

Our First Decade

After local group meetings, a committee called on the District Superintendent in September of 1920, and a preliminary meeting was held in the Belmont Masonic Apartments on December 12th, when sixty-two persons signed a petition for the establishment of the church. On January 3, 1921 the Boston City Missionary and Church Extension Society voted its approval, and, on January 30th, Dr. Joseph M. Shepler, the District Superintendent, preached the first sermon in the Benton Chapel, which is now the Benton Branch Library, and in which the church continued to meet until February 25, 1923. The Sunday School, Men's Commonweal Bible Class and Ladies' Aid were organized in February, 1921. Various preachers supplied in the pulpit until, in April, the New England Conference appointed as the first pastor, a student in Boston University School of Theology, Rev. D. Joseph Imler. On April 10th Mr. Imler preached his first sermon for the new church and has been with us continuously until the present time. The story of our church is primarily the story of his remarkable leadership. On May 1, 1921, the first members were received, 66 in all, and the church was organized with the election of its first permanent officers. The Cradle Roll and four active boys groups were promptly organized and, soon after, the groups for girls and young people. The Boy Scout Troop sponsored by the church is now the oldest in town.

The Palfrey Estate was just being developed and, with a courage that many thought reckless, the church secured 40,060 square feet of land on the most commanding site in town at a cost of about $9,000.00. Title was acquired by two deeds (dated June 6, 1921 and April 25, 1922), our corporate charter having been dated June 2, 1921. About $9,000.00 was raised by voluntary contributions on June 28, 1921, and during every moment from that date until last Sunday, May 5, 1946, our people have carried both a current expense budget and a building fund budget. An ambitiously large church plan was designed and a bank loan of $25,000.00 was secured with twenty-five endorsers guaranteeing the debt up to $1,000.00 each. The first sod was turned October 1, 1922 and the first basement unit was dedicated March 4, 1923 and from that time forward we have met at our present location.

In the summer of 1926, the basement for the Educational and Recreational unit was begun and in the summer of 1929 work was started on the balconies and mezzanine floor of the first unit.

By the time of the tenth anniversary celebration, April 12-19, 1931, the church membership had grown to 650; the Sunday School to 545; the current expense budget to $13,110.00; and $93,199.00 had been raised for the building fund, of which $15,152.00 had been paid for interest, leaving the net worth of the property at $78,047.00. The total raised for the building fund and current expenses in the first ten years was $172,283.00.

A Decade of World History

In the world at large tremendous material progress was made in every field of human activity. At the beginning of that decade radio, radio telephony, television, motion pictures, air conditioning and heavier than air flight were in their infancy. Hitler (1922), Stalin (1924), Hirohito (1926) and the formation of the Soviet Republic (1922) had yet to come into prominence and the League of Nations (1920), Washington Naval Limitation Conference (1921), Locarno Pact (1925), Kellogg Peace Pact (1928) and the Kellogg Briand Peace Pact (1929) were still in the future. Undreamed of still were the great boom and the great depression which were to carry average stock prices from about 65 to 381 and then down to 40.

In the first decade after the establishment of formal peace the world tried, unsuccessfully, to regain the form of life to which it had been accustomed in pre-war days. With the let-down from wartime fervors, came the greatest moral relapse in our nation's history, with wild extravagances, crime waves, cynical debunking, and the debasing of intellectual and moral integrity. International hypocrisy and a general eclipse of spiritual values were world wide. The world was impoverished materially and spiritually and vast underground forces were yeasting which were destined to change the aspect of all the world. In the face of that moral and spiritual bankruptcy, this church kept high its standards of values and its record of sacrificial devotion. They were ten years of reverent, courageous, and farsighted effort. A new and vital force had become established in our community that was destined to outlast some of the mightiest and proudest nations of the earth.

The World, 1931 - 1941

The years from 1931 through 1941 were years of terrible import. Material and sociological developments continued with breathtaking speed. In 1944 it was estimated that forty per cent of the industrial products then current had been developed since 1934. A bloodless revolution changed the aspect of the United States. Totalitarianism, in one form or another, swept the world and the clashing of nationalistic interests ran the gamut from a war of nerves and appeasement to armed conflict. Japan invaded Manchuria (1931) and started war in the Orient by "the China incident" (1937). Italy invaded Ethiopia (1935), Albania (1939), and Greece (1940), and declared war on England and France in 1940 and on the United States on December 11, 1941. In 1936 Germany reoccupied the Rhineland, annexed Austria (1938) and Czechoslovakia (1938), signed a non-aggression pact with Russia (1939), attacked Poland (1939), invaded Denmark, Norway, Holland, Belgium, Luxemberg and France in 1940, attacked Russia (1941), and declared war on the United States December 11, 1941. Russia attacked Finland (1939) and absorbed Estonia, Latvia and Lithuania in 1939. On December 7, 1941 Japan attacked the United States.

Our Second Decade

During those desperate, confusing years our church pursued its steady course. The dissentions that divided nations and communities spared us and we spent our time consolidating our economic position and preparing for the day when we could launch our final venture, the completion of our church structure. That final venture materialized in the summer and fall of 1938. After seventeen years in our basement unit we emerged from our catacombs and transferred to the Chenery School while our church superstructure was being erected.

The cornerstone of the church was laid June 19, 1938, a unique feature of the ceremony being the participation of the Grand Lodge of Masons of Massachusetts, of which your historian was then Grand Master and your pastor, Wor. Bro. D. Joseph Imler, was, and still is, a Grand Chaplain.

The dedication of the completed building was observed by a series of eleven meetings on Sunday mornings, afternoons and evenings from February 5th through March 5th, 1939. Our membership then stood at 901 for the church and 582 for the Sunday School.

The Last Half-Decade

The course of the war and the post-war period are too recent to require recital here. To do so would require many terms unfamiliar even a half-decade ago, such as fifth column, blitz, paratrooper, D-Day, V-E Day, V-J Day, supersonic flight, robot bombs, block busters, V-bombs, jet planes, radar, atomic fission, atomic bombs, and the like.

The war record of our church has been in keeping with its high professions. 234 of our young people entered the armed forces and of these 8 gave their lives. The Red Cross met regularly in our church building and achieved the extraordinary record of fabricating 850,083 pieces of bandages and other war supplies. Our people served in every sort of war effort and contributed to every kind of war drive.

Our Financial Record

So far as our financial and material affairs were concerned, our last half decade was spent in raising the funds necessary to pay off all indebtedness on the church building and on the parsonage, so they stand today, free from all debt and with a substantial start toward a cash surplus. But the financial record for the quarter century should be considered in the light of the economic condition of the country at large.

During the last quarter century more than fourteen thousand banks and four hundred thousand commercial concerns failed in the United States with some seventeen billion dollars of indebtedness, and our federal public debt increased from one thousand dollars per family in 1920 to more than seven thousand dollars per family today. In that same period our church met every single financial obligation in full and on time and raised among our own people a total of $495,049 for all purposes. In addition we received outside gifts of $21,000 more, but in the meantime our own gifts to causes outside our own enterprise aggregated $44,902.

Our Record of Service

A total of 2,310 people have joined the church up to the present time, but deaths and removals from town have left us with a present active membership of 1,460. Similarly, many have passed through our Sunday School which has a present enrollment of 784 with an average attendance of 422. An entire generation of youth has come under the influence of the church school from the Cradle Roll, through the youth groups, to the adult classes. Our people have contributed generously of time and resources to every form of denominational, community, war-time, and general activity for the betterment of mankind. A substantial portion of the original charter members, and others who joined later, have worked in various capacities throughout their entire period of membership and two laymen have served in their present capacities for a full quarter century—Miss Ethel K. Stearns as head of the Primary Department of the Sunday School, since the fall of 1920, and your historian as a trustee since the organization of the church, and as chairman of the Board since December 18, 1921. Ours has been a working church, a harmonious church, a friendly church, wielding an influence far beyond its own membership.

One Year in Millions

And now, by an impressive coincidence, we stand at the very hour which marks the transition from mankind's most crucial year to the threshold of a new world. Of all the millions of years since humans began to breathe, the most crucial single year, by a wide margin, has been the year into which were telescoped four epoch-making events—the beginning of what we now call the atomic age, the beginning of unified world political organization, the end of the greatest of wars, and the beginning of what can become the world's longest era of freedom from war.

That twelvemonth began in a little red schoolhouse in Rheims, France, one year ago tonight, when in the evening of May 7, 1945 the European war ended, with V-E day officially established as May 8. The atomic bomb made its appearance in New Mexico on July 16 and in Hiroshima on August 6. Japan ceased hostilities on August 14 and signed its formal surrender on September 2, V-J Day. The charter of the United Nations was dated June 26, 1945 at San Francisco and became effective on October 24, 1945.

The expenditure of more than a thousand billions of dollars and 1,346 days of fighting for the United States (but 2,075 for Europe and 2,946 for China) resulted in some 230 billions of property loss, twenty-two millions of people killed and thirty-four millions wounded.

The greatest of human tragedies came to its formal end, and, for better or worse, we stand on the threshold of a new era.

Facing Forward

Thus, at one of the most significant transition moments in all history our church closes its first quarter century and faces the unlimited opportunities and the immeasurable responsibilities of the future.

No matter how violent the storm, how erratic the course, there is always one place on a great ship in which absolute calm prevails and an unwavering poise is maintained. The ship's compass is always exactly level and always indicates the true north. Throughout the turmoil and confusion of the last quarter century our church, with unwavering devotion, has maintained its poise, poured out its beneficient influence for the building of character, and pointed the way for the uplifting of mankind.

Let us rededicate ourselves anew to the great years ahead in the spirit of the welcome which our Men's Class extended to Mr. Imler twenty-five years ago in a letter drafted by its leader, Mr. James P. Kelley, and which said, in part, ". . . You have come to us . . . to lead a church which we hope will endeavor to be exactly as broad, generous and magnanimous as the personal teaching and example of Jesus Christ. With prudence, but without timidity, let us undertake great things for God and his world. Cool headed, jubilant at heart, with an indomitable spirit that knows no turning back, let us put our hand to the plough in this great and growing field . . . Let us deem nothing foreign to us which concerns the creatures of God . . . With reverence walking softly before God, we will fear him as our kind father rather than be afraid of him as an arbitrary master . . . We offer you . . . our cooperation, according as grace shall be given us, in all wise and honorable endeavor for the Kingdom of God."

Those founders, together with those who later joined them, have been true to that high vision and many of their dreams have come true. We have paused to look backward today only that we may gain clearer vision and greater strength for the opportunities and responsibilities that lie ahead.

God of grace and God of glory

God of grace and God of glory,
On Thy people pour Thy power;
Crown Thine ancient Church's story;
Bring her bud to glorious flower.
Grant us wisdom,
Grant us courage,
For the facing of this hour.

Set our feet on lofty places;
Gird our lives that they may be
Armored with all Christ-like graces
In the fight to set men free.
Grant us wisdom,
Grant us courage,
That we fail not man or Thee!

— *Harry Emerson Fosdick.*



TWENTY-FIFTH ANNIVERSARY COMMITTEE

JOSEPH E. PERRY, *Chairman*

MRS. HOWARD R. BRENTLINGER

WALTER S. BRUTON

MRS. MALCOLM W. CHASE

MISS BARBARA HARRIS

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BURN THE MORTGAGE CAMPAIGN COMMITTEE

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HAROLD P. JOHNSON

J. A. LOWERY

ROBERT T. SANFORD

MRS. FRANK D. STAPLES

JOSEPH E. PERRY

Wednesday, May 8, 1946

It was 7.30 when I got out of bed for breakfast. Orange juice - wheatgerm - Pork chop - Broiled Tomatoes - Iced Coffee. To town with Wm Moody - the office and work + out at 12.40 - to the Cafe Rouge but the place was crowded - so to Child's on upper Boylston St - Onion soup, au gratins - Turkey & Mushrooms Casserolle - Mixed Green Salad + Roll Cottage Cheese Iced Coffee - Vanilla Ice Cream Back to the office - Worked to 3.45 - then to Johnston Place - attended a meeting of the Executive Committee of the Boston University Law School Association. Left at 4.30 to Scollay Square - Met Wm

Weather Will Remain Cloudy

The storm which passed through New England Sunday had moved as far as eastern Newfoundland last evening, yet it was still sufficiently powerful to give northern sections of Maine, New Hampshire and Vermont considerable cloudiness yesterday and even a few sprinkles.

At the same time, a new disturbance, which formed in Ohio early yesterday morning, moved eastward to Virginia and gave southern New England cloudy weather with occasional light showers. Rainfall amounts were quite light in New England, although the same storm produced about one-quarter inch over Ohio and Pennsylvania and almost three-quarters inch at Washington. The cloudy weather over southern New England this morning is all that remains of this storm.

The forecast through tomorrow is for partly cloudy weather. Generally fair weather is expected. Temperatures will be rather on the cool side. Winds will be generally light variable and unimportant for most activity.

Rosy Dawn, Cloudy Day

Yes, that bright red globe which seemed to dance on the ruffled waters of the ocean to the east early yesterday really was the Sun. While still below the horizon it had caused a rosy dawn beautiful to see. It had dyed in pink and vermilion fan-shaped high clouds which radiated toward the zenith. When the orb itself came into view half an hour later, the flush in the east disappeared.

High cumulus clouds overspread the sky early in the forenoon and lasted the rest of the day. A light low pressure front starting from northern Kentucky moved across Maryland and off the coast. That disturbance was responsible for the very light rain which overlapped into southern New England last evening.

In much of the country conditions were mild and Springlike with reasonable temperature. In Boston temperature was exactly normal even without sunshine. There is still much snow to the north, in upper Quebec and in Labrador, where Winter often lasts into June. Stations there reported 11 to 21 inches of snow.

The cold front, mentioned yesterday, as central north of the Great Lakes, had moved southwesterly rather out of the usual course and was shown on the weather map as being centered over Kansas and Nebraska with force diminishing.

The first week of this month has averaged just one degree too cool.

May 8, 1946. C. H. B.

The United States of America is facing the most perilous situation since Pearl Harbor. They couldn't destroy us from without but we can destroy ourselves from within. John L. Lewis is showing how.

Moody and Les Leary — the car — go to Belmont - Nobody Home — Frances & Nicholas to lunch and to the Movie Film "Henry V" — John to work and home. Dinner at 6.30. Jellied Consommé Roast Beef - Roast Potato - String Beans. Horseradish — Roll - Butter. Asparagus on Toast - Milk. Fruit Cup — Upstairs at 7.15 +

Boston University Law School Association

There will be a meeting of the Executive Committee, at the Law School 11 Ashburton Place, Boston, Mass.

On Wednesday at May 8 -

Important business will be transacted, especially 4 P.M.

EDWARD M. DANGEL
Treas.

OTH Founder
CARPENTER
Genera



Founded in 1865

The Salvation Army

INCORPORATED

PUBLIC RELATIONS DEPARTMENT
41 PEARL STREET, BOSTON 10, MASSACHUSETTS
Telephone Liberty 6937

COMMISSIONER ERNEST I. PUG
Territorial Com
COLONEL RICHARD F. STRET
Provincial Com
ENVOY W. A. NICOL
Public Relations S

April 27, 1946

Hon. Jay R. Benton
160 Congress St.
Boston, Mass.

Dear Mr. Benton:

You are cordially invited to meet with the Greater Boston Advisory Boards and others at dinner at -

LONGWOOD TOWERS
Brookline, Massachusetts
on
WEDNESDAY EVENING, MAY 8, 1946
AT 6:15 O'CLOCK

Husbands and wives of members are included in this invitation.

Following the dinner we will hear an address by Colonel Edwin Clayton who is in charge of the Candidates' and Educational Department of Territorial Headquarters in New York.

There will also be important announcements relative to the 1946-47 Greater Boston Marching Forward Appeal.

We feel sure the meeting will prove most interesting and urge you to make every effort to attend. The prompt return of the enclosed postal card will be appreciated.

Sincerely yours,

John E. Wilson

President
Greater Boston Advisory Board

JEW:B

Had to Pass this up.

Thursday, May 9, 1946

It was 7.30 when I got out of bed today and forty-five minutes later down for breakfast - Orange juice - wheat germ. fried eggs and Bacon - Toast - Butter - Iced Coffee - Wm Moody came in his car at 8.30 and we To Town - Working at the office all morning and out to lunch with Prentiss Cane at 12.30 (he was late getting in today. His daughter Sally having fallen from a horse - injured her leg and an X Ray had to be taken at the hospital) to the Colonial Kitchen on Chauncy Street. Marinated Herring - Beefsteak Pie. Corn Saute

Southern N. E. Cool, Cloudy

Each whirlpool of air or cyclonic eddy that wends its wal across North America usually passes through or near New England. Those that originate in the South or Midwest usually give us a generous amount of rain, while those that have their beginning in Canada give only slight amounts of precipitation.

The disturbance which passed through here early yesterday, had its beginning in the lower Ohio valley and gave New England about one-half inch of rain. Another disturbance which developed in northwestern Canada and which was centered north of the Great Lakes yesterday afternoon, will pass through Northern New England, today.

It will cause considerable cloudiness with some light showers, in Maine, New Hampshire, Vermont, and the Berkshire Hills of Massachusetts(and it will cause some cloudiness over all parts of southern New England.

Tonight will be mostly fair and continued cool. The birth of a new disturbance is indicated, in western Canada. This will move eastward and should be in this area by tomorrow night or Saturday. With this type of weather, we will continue to get cool weather with considerable daytime cloudiness but with only light amounts of rain.

Wild Clouds, Blue Sky

Clouds, with kaleidoscopic changes, featured yesterday's weather. They were fragments left from the storm which passed in the night, and which, in showery installments, gave Boston just short of half an inch of rain.

The storm itself was a typical Summer disturbance, coming up along the coast as a whirling northeaster, gathering force as it progressed. Much stronger after it left Boston, it deposited more than an inch of rain, in some places and precipitation took the form of snow over New Brunswick and Prince Edward Island.

In the section around Boston the clouds were dense and ragged, at times as black as the waters of the Styx. In spaces between the threatening masses could be seen patches of sky as brightly blue as the Rocky Mountain Columbine, Colorado's beautiful state flower. Gloom and cheer alternated for hours. At one time could be seen signs of hail up near the New Hampshire line. Boston got a light shower in mid-afternoon.

Wind became northerly then settled in the West as the sky cleared an hour before sunset, save for some dark blue laterals, interspaced near the western sky rim, as the sun went down.

The sunset was one of simple beauty, rather than grotesque and fanciful, pictured more in silver than in gold.

May 9, 1946. C. H. B.

—o—

No loneliness is quite like that of the student alone with his thoughts and a final examination paper.

—o—

Jellied Fruit Salad. Blueberry Muffin Butter - Iced Coffee - Apple Pie and Ice Cream. Back to the Office - Work - over to Boston Headquarters - Office - left at 3.45 — Back to the North Station - Took the 3.32 Train to Belmont. Attended the Trustees' meeting at the Belmont Public Library - Walter Bonjet gave me a lift Home - Saw large Limb of Great old Purple Beech down across Oakley Road, Home. Frances told me about Mother having a bad turn. Feels out. Frances Cooking Roast Beef - Roast Potatoes. Grass. At 7.30 F. discovered I ought to call on Mother - and stayed until Hannah came to stay with her all night.

BOSTON CHAMBER of COMMERCE

80 FEDERAL STREET
BOSTON 10, MASSACHUSETTS
TELEPHONE HANCOCK 1250

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May 9, 1946

Mr. Jay R. Benton
Boston Mutual Life Ins. Co.
160 Congress St.
Boston, Mass.

Dear Mr. Benton:

As you know, it has been the practice of the Directors who served with the President of the Boston Chamber of Commerce to present him, after his retirement from office, with a fitting but modest gift in recognition of his services. It so happens that immediately after Mr. Nichols retired as President he was confined to the hospital for many weeks and therefore the usual custom was necessarily foregone. Now that Mr. Jackson has retired to become the President of the Chamber of Commerce of the United States, it seems appropriate to make both presentations at the forthcoming annual meeting.

An informal Committee, consisting of Thomas S. Knight, Chairman, Dudley H. Dorr and James J. Storrow, has agreed to select appropriate gifts.

Since you served with both of these Presidents, you may wish to contribute to a small fund which the Committee is planning to secure. The amount is, of course, entirely optional with each contributor, but in view of the fact that a large number of Directors have served with these two Presidents, and also since some funds are available from other sources, $2.50 would appear to be sufficient.

Checks may be made payable to the Committee on Presidents' Testimonial and sent to the Chamber offices.

Very truly yours,

T S Knight

Thomas S. Knight, Chairman
Committee on Presidents' Testimonial

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THE COLONIAL RESTAURANTS

THURSDAY MAY 9, 1946

SPECIALS

Baked Macaroni and Ham -- Salad	.60
Grilled Frankforts with Baked Beans	.55
Tomato Stuffed with Chicken Salad	.75
Salad Plate of Beet, Egg, Cole Slaw, and Potato Salad	.55

Choice of Dessert and Beverage

LUNCHEON

Fresh Vegetable Soup — Marinated Herring
Fruit Milk Sherbet — Mixed Fruit Juice
Tomato Juice Cocktail

Chopped Sirloin Steak, Fresh Mushroom Sauce	.80
Baked Boston Schrod, Creole Sauce	.80
Baked Individual Beefsteak Pie	.80
Broiled Fresh Mackerel, Lemon	.75
Roast Leg of Lamb, Brown Gravy	.80
Plain Omelette	.65

Choice of Two:

Mashed Potato — au Gratin Potato
Saute Corn — Creamed Peas and Corn
Sliced Beets — Mixed Green Salad
Jellied Fruit Salad

Choice of One:

Peach Pie — Apple Pie
Frosted Layer Cake — Preserved Figs
Chocolate Bread Pudding, Cream
Choice of Ice Cream or Sherbet

Coffee — Tea — Milk

OPEN FROM 11:00 a.m. to 8:00 p.m.
SUNDAY FROM 11:00 a.m. to 7:30 p.m.

All prices are our ceiling prices or below. The ceiling is based on prices charged by us from April 1 to 10, 1942 or as adjusted by an order of the Boston Regional Office of Price Administration dated Sept. 15, 1944. A copy of this order and our menus (or our price lists) are here for your inspection.

A Friendly Table in the Old Boston Way

43 Charles Street
99 Mt. Vernon Street — 370 Commonwealth Avenue
Office Phone: KIRkland 5900

"Mass. Old Age Tax 5%"

BELMONT PUBLIC LIBRARY

Monthly Meeting of Trustees

Thursday, May 9 at 5 P. M. at the Library

Lucy D. Luard

Secretary

Big Tree Is Victim Of Strong Wind

Weakened by the hurricane in 1944, a huge beech tree was leveled in the Payson Park section during the miniature windstorm which struck Belmont last Thursday, causing considerable excitement in the area.

Located on Oakley road, near the intersection of Preble Gardens road, the tree, which measured nearly a yard through its trunk, broke off near the top and fell across telephone and electric light wires into the limbs of an elm across the street.

An emergency crew from the Municipal Light Department worked nearly all night under floodlights removing the hazard.

The tree was one of the original beeches in the old Benton estate and on its trunk were carved many initials, some tenderly encircled with hearts. Ah, what an end to romance!

WESTERN UNION

May 9, 1946

Leo T. Cherry, Secretary
B. U. Law School Association
18 Tremont Street
Boston, Massachusetts

Dear Leo:

I have appointed the following committee which will act as an executive committee in preparing plans and conducting the annual outing.

Alexander Welch, Chairman
Stanley M. Burns
W.T.A.Fitzgerald
Jay A. Denton
Max Ulin
Bertha T. Levenson, Secretary
Edmund P. Dewing

Will you kindly infirm these members of their appointment so they can get to work on the plans immediately.

Very truly yours,

S/ WILFRED J. PAQUET
President

WJP:mh

to the account of $

OF SERVICE DESIRED

TIC	CABLE
	ORDINARY
X	URGENT RATE
	DEFERRED
	NIGHT LETTER
	SHIP RADIOGRAM

uild check class of service erwise the message will be mitted as a telegram or rdinary cablegram.

WESTERN UNION

1206-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

MAY 10, 1946

EN D. YOUNG
NERAL ELECTRIC COMPANY
0 LEXINGTON AVENUE
W YORK, N. Y.

BEHALF 50 YEAR CLASS BOSTON UNIVERSITY LAW SCHOOL ALSO FOR OFFICERS LAW ALUMNI SOCIATION EXTEND CORDIAL INVITATION TO BE OUR GUEST OF HONOR AT NEW OCEAN HOUSE, MPSCOTT, JUNE 22ND. UNLESS YOU SO DESIRE, NO SPEECH NECESSARY. EVERYONE HOPES Y MUCH YOU CAN ACCEPT.

JAY R. BENTON
160 CONGRESS STREET
BOSTON 10, MASS.

od crisis born of the coal strike faces New England, Boston's business and leaders were informed today at an emergency meeting at the Boston Chamerce.

Friday, May 10th 1946
Started the day early -
Breakfast was orange
juice - wheat germ -
poached eggs on toast -
iced coffee - Frances and
I drove over to call on
mother - she is better -
Then on to Harvard Square
Frances to the dentist - she
ewalled a tooth last night -
the subway - the office - at
10 Jim Brown came in and
I took him over to see Ed.
McCloskey for a conference.
Back to the office. Wired Owen
D. Young about B.U. Law Outing
at the New Ocean House.
Out at 12.40 with Everett Lane
to Conway's, Richardson's, liquor
mart, and S.S. Pierce's - looking
for Fleischmann's Dry Martinis'
but it appears they are not
on the market yet. to the

Sunny, Mild He

Last evening's storm was another example of New England's capricious weather. The sky was sunny nearly all day but in the afternoon, out of clear skies came the sudden appearance of heavy clouds. These grew into mountainous masses and moved eastward in an unbroken line.

Gusty winds and rain squalls accompanied the passage of this line, but rain amounts were light. As suddenly as it came so did it end. Last night was clear and cool with frost forming in the valleys of northern New England and in some lowlands of interior Massachusetts. Today will be sunny and mild in all of southern New England, and it will be only partly cloudy in northern New England.

Temperatures will climb to the 60's in southern New England and to the 50's in Maine, New Hampshire and Vermont. A disturbance in the central great plains is developing into an energetic storm and will move northeastward during today.

Showers falling over the midwest will advance into this area during tomorrow. Unseasonably cool air is sweeping southeastward behind the storm and may cause considerable frost damage to early crops in the north and central Mississippi valley. The cool air will eventually reach New England, but it is hoped that it will warm up considerably in travelling its long and circuitous route.

It Was a Line Squall

Something rare in weather—new for this year—came to much of New England yesterday, Boston getting just an edge of it. It is what meteorologists call a line squall, regarded by forecasters as an unpredictable pest because it comes at short notice, with no history.

This one, which arrived while the baseball game at Fenway Park was at the jittery stage, came in as cold air rushed from western New York on the wings of a westerly gale, at high altitude.

Temperature here at the ground was between 65 and 70 degrees. Of course the warm air rushed up to tangle with the cold. Clouds which had been gathering in advance of the commotion, increased in density, as soon the nimbus type and rain came.

In some parts of New England there were thunder storms with much stronger gales and more rain than here. Boston got only 0.07 inch of precipitation.

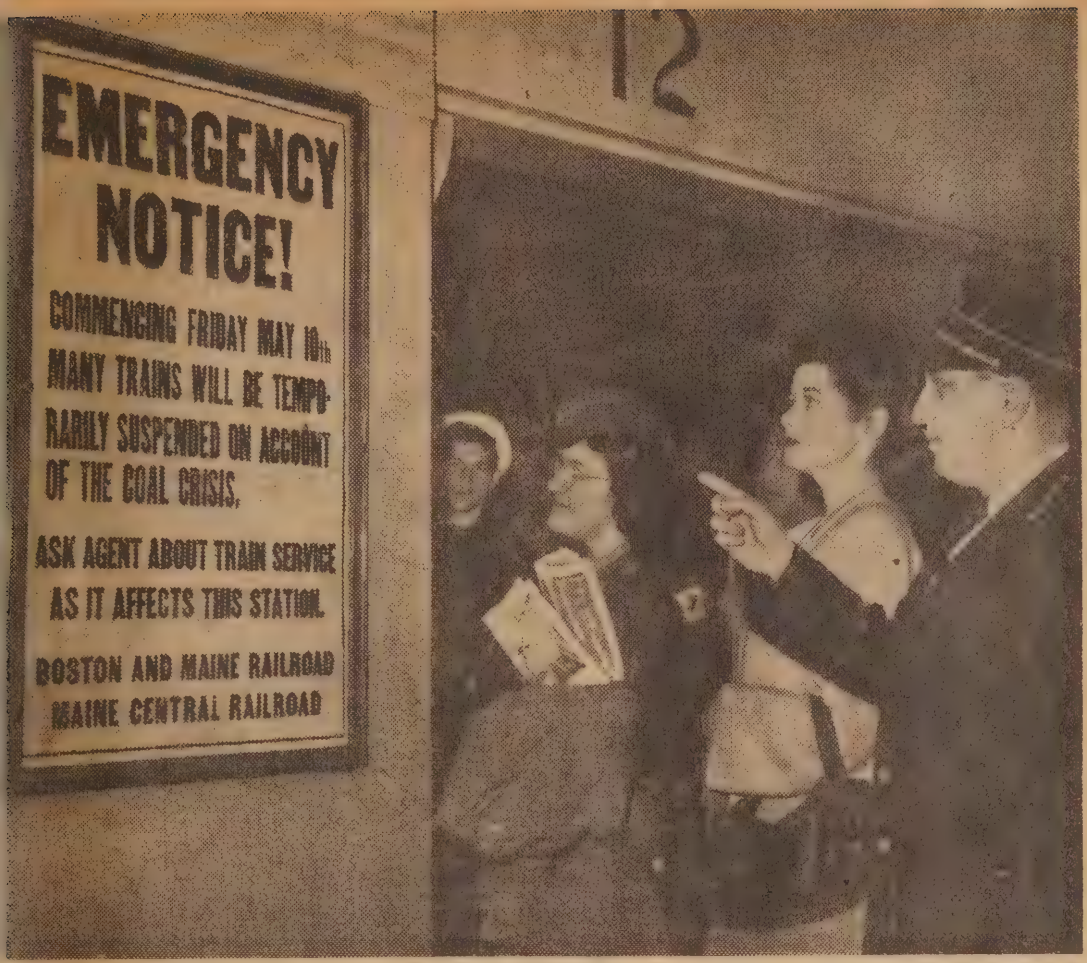
The gale velocity recorded at Logan Airport was 40 miles an hour. At Blue Hill Observatory in Milton it was 63. In Buffalo, N. Y., where this squall first appeared, the gale force, at 6000 feet altitude, was 66. Temperature in Boston dropped from above 60 degrees to 49, while the disturbance lasted.

A peculiar canopy formed towards sunset, a mass of slate colored mammato-cumulus clouds best described as "billowing down", like a wind-tossed sea inverted.

WASHINGTON, May 10 (AP)—John L. Lewis today called for a 12-day truce in the soft coal strike, beginning Monday.

Lewis wired every local union president urging him to arrange for the 400,000 striking United Mine Workers to get back on the job as soon as the local mine management agreed to make retroactive during the truce any pay increase later negotiated.

Country Kitchen - Had Golden Brown Fried Scallops - French Fried Potatoes Mixed Vegetables - Hot Roll - Butter - Hot Tea - Apple Pie and Ice Cream - On the way Back stopped in at the Liquor Mart and Bought a Bottle of Hiram Walker's Dry Martinis for Mother To Wards for a Mother's Day Card - Back to the office - Freddy Church Came in and we went to the Federal Reserve Bank to Talk to Albert M. Creighton - Back to the office and called P. A. O'Connell - Worked to 4.30. then to Belmont with Wm Woody and Leo deary - Front Porch. Frances drove me up to Cushing Square. To Foley's and had a corsage of Orchids made up for Mother for Mother's Day. Then to call on Mother - she was sleeping but woke up and we had a pleasant visit - Back to the house - perambulated the place to look at the flowers - they are beautiful indeed now. Dinner at 6.30 - Soup. Cod Steak. Potatoes Parsley - to Bed early -



(AP Photo)

ELL THE BOSS IF YOU'RE LATE FOR WORK, beginning today, gateman Joseph Travi-lo warns these Boston & Maine Railroad passengers at North Station, as he points to a sign nnouncing curtailment of service because of the coal strike.

NEW HAVEN R. R.

PASSENGER SERVICE

—AS USUAL

The New Haven Railroad, because of its large number of Diesel Locomotive units, and because of the embargo on a portion of its freight service, is able to offer both its COMMUTERS and REGULAR passenger service AS USUAL.

It is also able to accept freight for delivery at any station along its lines and for delivery over connecting roads with Diesel or electric service.

THE **NEW HAVEN** R.R.

Serving New York and the great industrial and recreational States of Massachusetts, Rhode Island and Connecticut



e via Diesel—Well supplied with Diesel-powered engines, the New Haven R. R. maintained normal service today . . . and here are some commuters from the South Shore a coal-less engine after a trip. Coal shortage forced other Boston-serving railroads to cancel more than i runs.

INP by Carroll Myett

Exeter Glee Club At Pops Tomorrow

The Phillips Exeter Academy Glee Club, Alfred A. Finch, director, will sing in the Exeter Night concert at Pops tomorrow evening. This performance will be for the benefit of the New England Alumni Association Scholarship Fund.

Cloudy, Cool With Showers

A cold blast of air from northwest Canada has cascaded southward on the eastern side of the Rockies and engulfed all of the Plains states. In many sections, the frigid blast reversed the season from spring back to winter in less than a day. Preceding this cold air, a low pressure trough in the Midwest is producing a wide band of showers on either side of it; to the west over the Plains, to the east in the upper Mississippi and Ohio valleys. These showers are expected to move eastward and reach New England this afternoon.

Cloudiness, which was to begin in parts of New England before daybreak, will increase and thicken through the day in the western and southern sections. Sunshine is likely only in the early morning hours. By noon, the cloudiness will have gained the opper hand in all parts. Showers, light at first, but increasing in intensity, will begin in western sections by afternoon, spreading to all of New England by evening and continuing during the night. The outlook for Sunday is for more of the same—cloudy, colder with showers.

Saturday, May 11th 1946

Slept solidly all the night through - woke up at 5.30 and started the day. Jane brought us my breakfast at 8.30 - orange juice Cornflakes - Scrambled Eggs & Bacon - Buttered French Bread Toast - Iced Coffee. Down to the front porch for the "Herald" and Johnny went up to Sam's and got me the "Post" and "Globe". Rested to 11 then up Shaved, and dressed - to Sam's for Chesterfield's, the Bank, Woolworths for Scotch Tape. Then to call on Mother Hannah, Josiah & Eleanor there too. Back to the house Lunch Beans & Franks. Buttered Toast - Tomato & Lettuce Salad Milk. Sliced Bananas - Rested to 3. Listened to the Base Ball Broadcast. Up and went up to call on Mother again. Freshened up. At 4.45 came Leo and Mary Leary in their car to Boston. Watched the crews

trying to get started on the Charles River. To the Hotel Kenmore — attended the Dinner given for the New Bedford District - that had the best record in 1945 - Then to Braves Field to the first night Base Ball game ever played in Boston - stayed to 9.15 then took car to Mass. Avenue - walked down to Symphony Hall to the "Pop's" Exeter Night. Took Frances, Davie Jeanne, John, & Nicholas. Frances and I home in a taxi and so to Bed.

E. T. Slattery Company
OPPOSITE BOSTON COMMON
BOSTON 11, MASS.

CE OF THE PRESIDENT

May 11, 1946.

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee, Inc.,
80 Federal Street,
Boston 10, Massachusetts.

Dear Jay:

In looking over the list of members of the Massachusetts Committee for Port Development you certainly have an outstanding group of very representative men. I am familiar with some of the men in the out of town cities and I think your selection is a very happy one. As I told you, I shall be very glad indeed to do anything that I possibly can to assist you as I am in fully sympathy with the work that you and your committee are doing.

We should do everything that is possible to develop Boston and to keep business flowing into the city. Unfortunately a great amount of business is being decentralized and is going to the suburbs, both retailing and wholesale business. I have two suburban stores and they are showing very big increases and in some of the other cities and towns within fifteen or twenty miles from Boston business is growing tremendously. The principal reason for this is the transportation facilities here in Boston.

I noticed coming in town this morning that there wasn't an inch of space on the common side of Tremont Street where one could park a car. It was all dead parking as there wasn't a single person in any of the cars. Some cars are parked there as early as nine o'clock in the morning and remain there until five o'clock in the afternoon making it impossible for customers who arrive in their automobiles to do any shopping on Tremont Street.

We are faced with the same problem in the rear of our store. It is becoming very difficult for us to get our merchandise in and out of the store as cars are parked there most of the time. We try to get the police to enforce the parking regulations but in talking with the superintendent with respect to this matter he informed me that it is absolutely impossible to handle the number of tickets that are turned in for illegal parking , in fact they cannot handle 25% of them. The people know this so they pay no attention whatsoever to

F. T. Slattery Company
OPPOSITE BOSTON COMMON
BOSTON 11, MASS.

OFFICE OF THE PRESIDENT

any parking regulations. This interferes with business in Boston, there is no question about it.

Then again we have the taxation question. If Mr. Curley sees fit to jack the tax rate up to $46 a thousand this, of course, will deter people from engaging in business in Boston.

I merely mention these few things as interfering with the development of the City of Boston.

I want to congratulate you on the fine job you are doing. You are a public spirited citizen and worthy of the support and assistance of all our citizens.

With kind regards,

Sincerely yours,

P. A. Chaney

P. A. O'Connell to Replace Flanders on Port Committee

P. A. O'Connell, president of E. T. Slattery Co., has been named to replace Ralph Flanders, former president of the Federal Reserve Bank of Boston, as chairman of the Massachusetts Committee for Port Development.

Jay R. Benton, chairman of the Greater Boston Development Committee, who made the announcement last night, said Flanders had resigned to devote more time to his Vermont business.

VICTORY DINNER

HOTEL KENMORE

SATURDAY, MAY ELEVENTH
NINETEEN HUNDRED AND FORTY SIX

IN HONOR OF

THE BOSTON MUTUAL CHAMPIONS OF 1945

THE

NEW BEDFORD

DISTRICT AGENCY

OF THE

BOSTON MUTUAL LIFE INSURANCE COMPANY

THE NEW BEDFORD AGENCY AND ASSOCIATES

Harry L. Freeman
Superintendent

Eugene Enos — Horatio W. Boardman — Arthur A. Lopes
Assistant Superintendents

AGENTS

George A. El-Hillow
Abram A. Goulston
Manuel Linhares, Jr.
Antone M. Texeira
Murray E. Tepper
Frank Silva
John L. Lawrence, Jr.

Christopher Vasiliou
John S. Fernandes
Isidore Wollison
Bernardino S. Monteiro
Henry Rakatansky
Azarie Riopel
Marcel G. Persin

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Judge Leo H. Leary
Vice President

Everett H. Lane
Secretary - Treasurer

Edmund M. Wright
Superintendent of Agencies

Lorne J. Peters
Assistant Superintendent of Agencies

William H. Moody
Agency Consultant

William C. Johnstone
Actuary

John W. Paige
Executive Assistant

Arthur C. Bliss
Executive Assistant

Earle L. Keene
Associate Actuary

Wallace J. Ball
Assistant Auditor

John Milne
Executive Assistant

Robert Stinson
Cashier

Alfred Enerud
Auditor

GUESTS

Ambrose F. White
Superintendent of Providence

Louis Mirisola
Superintendent of Allston

Bernard J. McCormick
Superintendent of Worcester

Edward E. Mackay
Superintendent of Cambridge

Joseph White
Superintendent of Boston

COCKTAILS AT 5:00 — DINNER AT 6:00 — BALL GAME AT 8:30

WEDGWOOD ROOM — HOTEL KENMORE

The Ball game scheduled
rather something to be long re
the first Major League Night B
of Boston; therefore those in a
occasion in the history of the

0 P.M. is not a usual event but
ered, because it happens to be
l game ever played in the city
ce will long refer to it as a gala
sportsworld.

Menu

Chilled Fresh Fruits Florida

~

Cream of Tomato Soup - Croutons

~

Queen Olives Garden Radishes Iced Celery Hearts

~

Roast Sirloin of Beef auf Jus

~

Delmonico au Gratin Potatoes

~

Fresh Stringless Beans au Beurre

~

Chef Salad Chef Dressing

~

Sultana Roll, Claret Sauce Cookies

~

Coffee



PHOTO BY
EGAN PHOTO SERVICE
STUDIO, 739 BOYLSTON ST., BOSTON 16



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STUDIO, 739 BOYLSTON ST., BOSTON 16



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STUDIO, 739 BOYLSTON ST., BOSTON 16



BOSTON MUTUAL LIFE TROPHY PLAQUE PRESENTED BY THE PRESIDENT

Jay R. Benton (at the right), President of the Boston Mutual Life, presents Trophy Plaque to Superintendent Harry L. Freeman, whose New Bedford staff led the 32 districts in New England in production in 1945. Following a 'Victory Dinner' at the Hotel Kenmore, 30 agents and guests attended the first night baseball game ever to be played in Boston. Production records are being shattered by all the Districts of the Company again this year. Evidently the upswing in 'life insurance sales' is countrywide—and is rapidly becoming the 'general experience' of all of the aggressive and larger life insurance institutions.



Jay R. Benton (right), president of the Boston Mutual Life, presents trophy plaque to Superintendent Harry L. Freeman whose New Bedford staff led the thirty-two districts in New England in production in 1945. Following a victory dinner at the Hotel Kenmore, Boston, thirty agents and guests attended the first night baseball game ever to be played in that city

Braves Field Looks Like a Radar Setup

OKING at Braves ld from the Charles ver one sees what pears to be a war- ne setup of radar uipment. The high ndards with their ids on top are the hts that will permit lly Southworth's boys play night baseball.



GLOBE STAFF PHOTOS
HARLES F. McCORMICK



L VIEW OF PART OF 37,407 CROWD WHICH saw the Braves inaugurate big league night baseball here.

MAY 11 1946

The New England Alumni Association of The Phillips Exeter Academy

Officers 1943-1944

ROYAL W. LEITH, '08, PRESIDENT

30 STATE STREET, BOSTON, MASS.

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LIAM ANDRES, '25
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TREASURER

M. PARKER, 2ND, '28
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ISORY COMMITTEE

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HENRY T. DUNKER, '21
RAYMOND W. ELLIS, '26
DONALD FORTE, '39

TERM EXPIRING DECEMBER 1, 1945

DANA D. SAWYER, '19
HENRY A. WOOD, JR., '20
DUDLEY W. ORR, '25
LUTHER N. GRIMES, '27

TERM EXPIRING DECEMBER 1, 1946

M. L. TYLER, '15
E. OBER PRIDE, '19
HON. PETER WOODBURY, '20
MILAN A. HEATH, '23

April 26, 1946

Dear Mr. Benton:-

Enclosed please find six tickets to EXETER NIGHT AT THE POPS to be held on Saturday evening, May 11th.

J-104 - Center - Table for five

J-103 - Center - Seat for one

Very truly yours,

R. W. LEITH, CHAIRMAN

EXETER NIGHT AT THE POPS

BENEFIT N. E. ALUMNI ASS'N. SCHOLARSHIP FUND

SATURDAY, MAY 11th, 1946 — 8:30 P.M.
SYMPHONY HALL, BOSTON

ARTHUR FIEDLER, CONDUCTOR

THE PHILLIPS EXETER GLEE CLUB
ALFRED A. FINCH, DIRECTOR

Tickets $1.50 each. 5 Persons only at each table. For advance sale send checks to 30 State Street, Boston 9, Mass. Payable to R. W. Leith, Chairman. After May 3, remaining seats available at Symphony Hall.



Symphony Hall

SATURDAY, MAY 11.1946



A GLUYAS WILLIAMS IMPRESSION OF THE POPS
MADE DURING THE VOLSTEAD PERIOD

SYMPHONY HALL, BOSTON

POPS

ORCHESTRA OF 85 SYMPHONY PLAYERS
ARTHUR FIEDLER, *Conductor*

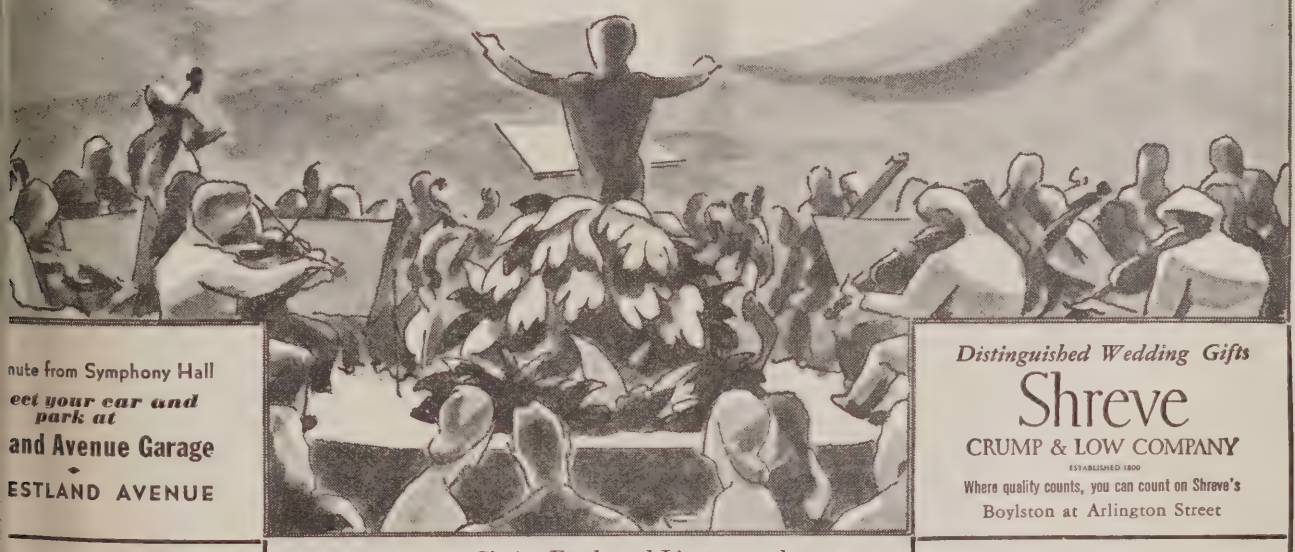
MAY 11, 1946

SYMPHONY HALL

The BOSTON POPS

Arthur Fiedler

CONDUCTOR



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Where quality counts, you can count on Shreve's
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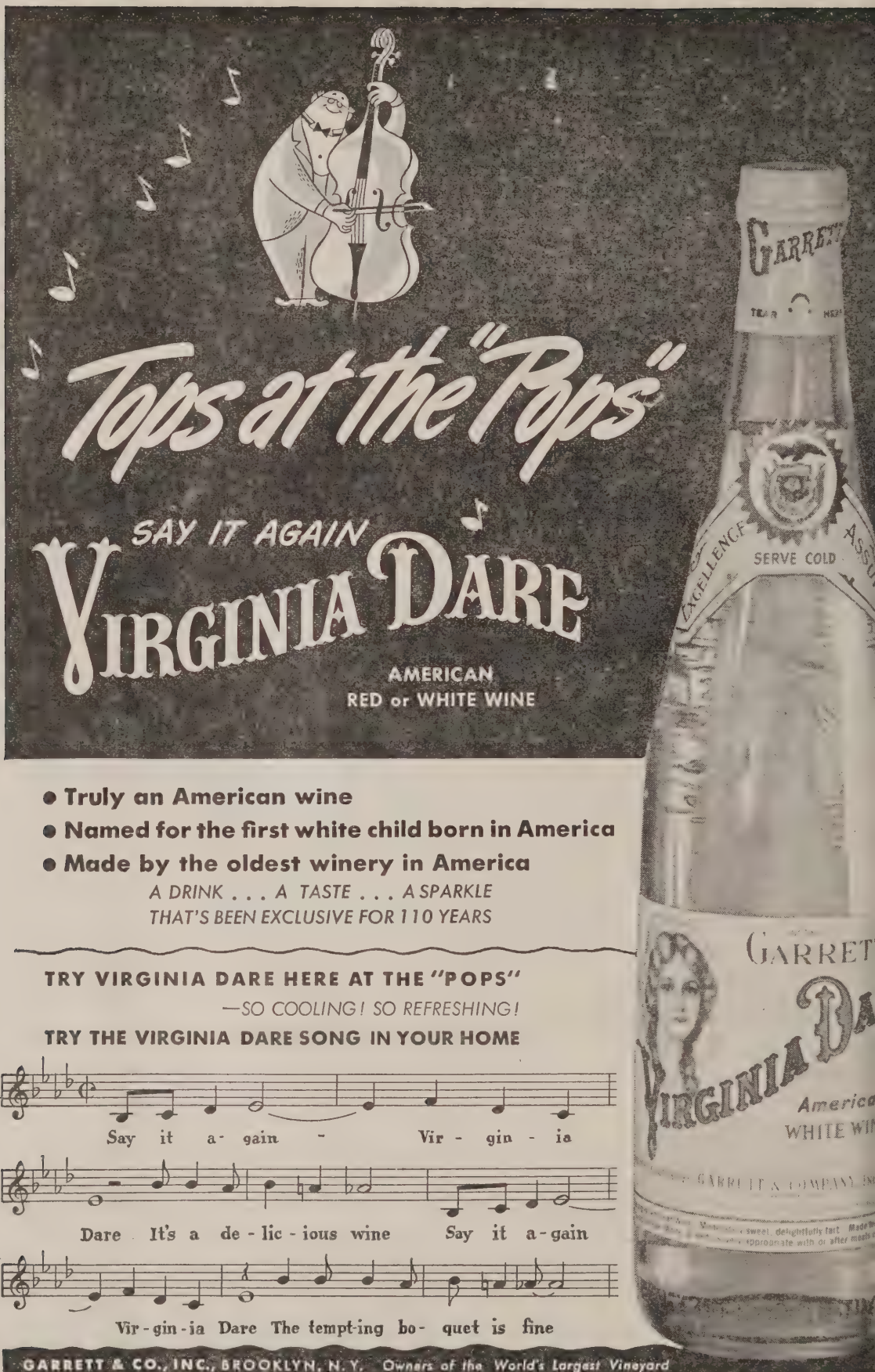
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THE SOCIETY OF
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- **Named for the first white child born in America**
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A DRINK . . . A TASTE . . . A SPARKLE
THAT'S BEEN EXCLUSIVE FOR 110 YEARS

TRY VIRGINIA DARE HERE AT THE "POPS"
—SO COOLING! SO REFRESHING!

TRY THE VIRGINIA DARE SONG IN YOUR HOME

GARRETT & CO., INC., BROOKLYN, N. Y. *Owners of the World's Largest Vineyard*

Season Ticket Office open at both intermissions *(see page 21)*



Programme 12 **SATURDAY, MAY 11, 1946** *Number 3*

PROGRAMME

***STRIKE UP THE BAND** . . . . . *Gershwin*
FINLANDIA, Symphonic Poem . . . . . *Sibelius*
***BOLERO** . . . . . *Ravel*

THE PHILLIPS EXETER ACADEMY GLEE CLUB
Alfred Finch, *Director*

Drinking Song (In Windsor Forest) . . . . . *Vaughan Williams*
Casey Jones . . . . . *Edward B. Lawton*
Oklahoma . . . . . *Rodgers*
Old Man Noah (Sea Chantey) . . . . . *Bartholomew*
Exeter Ode (Words by Lucien Price) Tune "Men of Harlech"

***PRELUDE TO ACT III, "Lohengrin"** . . . . . *Wagner*
***OVERTURE to "William Tell"** . . . . . *Rossini*
THEME AND VARIATIONS from Suite, Op. 39 . . . . . *Moskowski*
TRÈS JOLIE Waltz . . . . . *Waldteufel*
***POMP AND CIRCUMSTANCE March** . . . . . *Elgar*

* Pops Recording

BALDWIN PIANO

Among those present: **Phillips Exeter Academy**

Fashion Authority

C. CRAWFORD HOLLIDGE

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MUSIC — The Universal Language MONEY — The Universal Need

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24 School Street
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SERVING HOME OWNERS

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CAMBRIDGE
Harvard Square

UPTOWN
52-56 Summer St.

NEW ENGLAND'S LARGEST MANUFACTURING RETAIL CLOTHIERS

Programme 13

SUNDAY, MAY 12, 1946

PROGRAMME

MARCH from "The Queen of Sheba" . . . . . *Gounod*

OVERTURE to "Sakuntala" . . . . . *Goldmark*

BALLET, Fancy Free, Three Movements . . . . . *Bernstein*
Galop—Waltz—Danzon

WALTZ OF THE FLOWERS from the "Nutcracker" Suite . . . . *Tchaikovsky*

***CONCERTO NO. 1, in G minor, Op. 25, for Piano and Orchestra** . . *Mendelssohn*

I. Molto Allegro con fuoco
II. Andante
III. Presto; Allegro

Soloist: BARBARA ULIN

(*Programme continned on page 6*)

SERGE KOUSSEVITZKY says:



"The Baldwin Piano for the Orchestra, as well as for my own use, is perfection—a truly orchestral tone, round, full, and of magnificent resonance and color. I consider it a great work of musical art."



ARTHUR FIEDLER says:

"With its beautiful resonance and rich tone the Baldwin lends itself gallantly to solo, orchestral and choral performances."

The Boston "Pops" Orchestra uses the Baldwin piano exclusively

Today's Great Piano

One by one the great piano masters of the present generation choose the Baldwin. This choice is made by ear and by touch rather than by tradition. This growing preference for the Baldwin is in part because its makers do not rest upon old laurels but continue, year after year, their never-ending search for perfection.

Baldwin

THE BALDWIN PIANO COMPANY, 176 Boylston Street

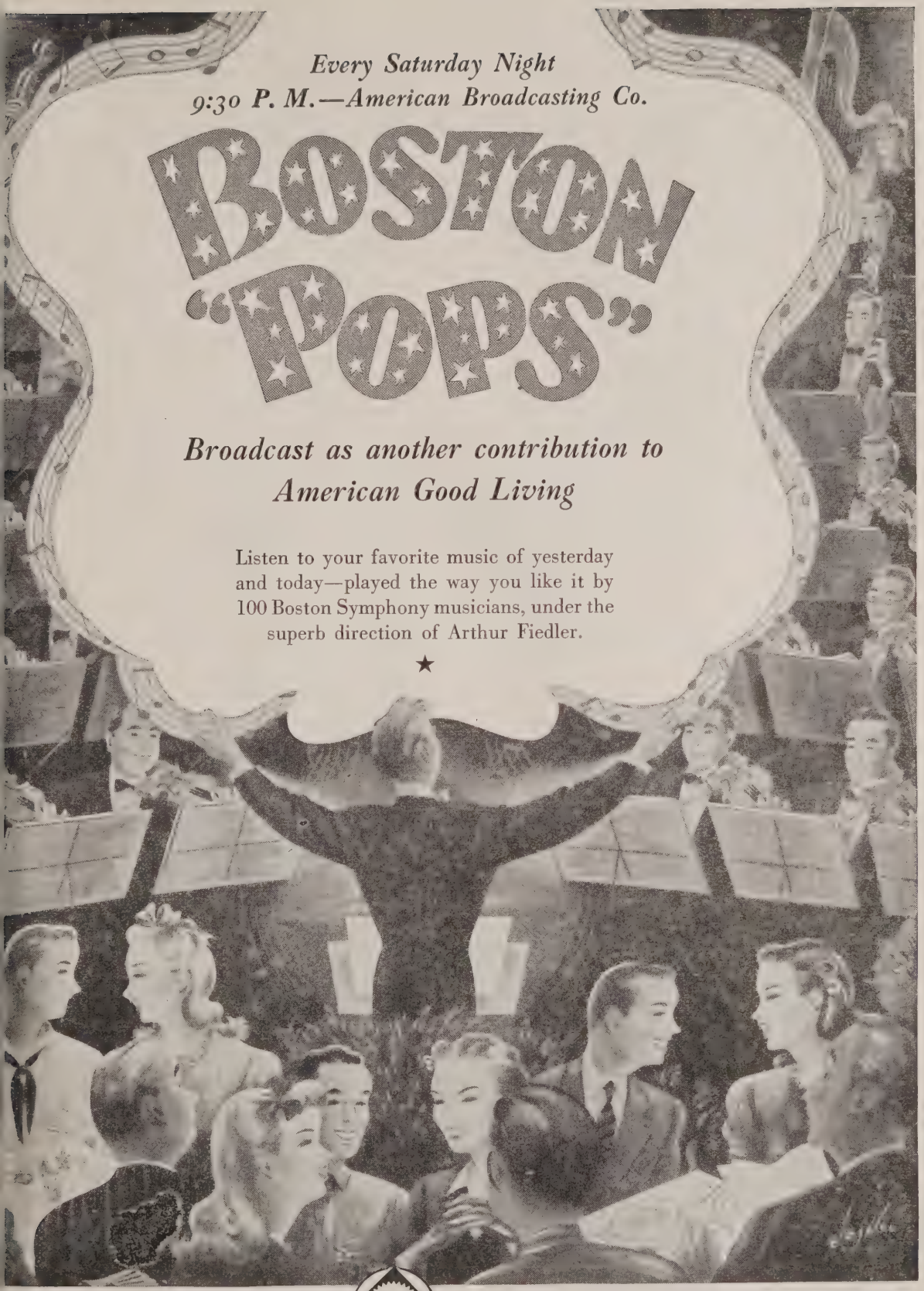
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9:30 P. M.—American Broadcasting Co.

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Listen to your favorite music of yesterday and today—played the way you like it by 100 Boston Symphony musicians, under the superb direction of Arthur Fiedler.

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QUINCY PORTER, Director

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Details of enrollment, registration, and tuition on request
290 HUNTINGTON AVE., BOSTON 15, MASS.

(*Continued from page 4*)

*OUVERTURE SOLENNELLE, "1812" . . . . . *Tchaikovsky*

JINGLES ALL THE WAY . . . . . *Cable*
CHICKEN REEL . . . . . *Anderson*
FRENCH MILITARY MARCH . . . . . *Saint-Saëns*

* Pops Recording — BALDWIN PIANO

Among those present: **Menorah Institute, Noemi No. 11**

Presenting
In the OVAL ROOM
DR. GIOVANNI
World's Greatest Pickpocket
LILLIAN CORNELL
Glamorous Hollywood Singing Star
SAMMY EISEN'S ORCH.
Twice nightly: 8:00 and 11:30
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KENmore 5600
Maurice T. Lawler, Gen. Mgr.

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and a second film
Beginning Sunday, May 19th
Ann Todd—James Mason
"THE SEVENTH VEIL"
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Exeter and Newbury Sts.

POP-OVERS

:RO"—MAURICE RAVEL (1875–1937)
s a ballet to a choreograph of Fokine, presented
oy Ida Rubinstein, noted Parisian dancer, and
afterward as a virtuoso orchestral piece, this
estral score of Ravel except for his two piano
brought him far wider fame, and richer
return, than any of his preceding and artisti-
erior works.

ARD BERNSTEIN.
his twenties, this product of the Boston Latin
Harvard, Curtis Institute and the Berkshire
enter, has become in the past three years a
ion of American musical life. As a composer,
cclaim within a short period for his "Jeremiah"
y, his ballet, "Fancy Free," and his musical
"On the Town." At the same time, he distin-
imself as conductor with the New York Phil-
, of which he was for a season assistant con-
nd in guest appearances with the Pittsburgh
on orchestras. In the season past he has con-
rious orchestras, and become the director of the
k City Symphony.
Prague Spring Music Festival, starting May 11,
ance of the semi-centennial of the Czech Phil-
Orchestra, Bernstein will appear both as con-
id composer, making the trip by trans-Atlantic

y 15 and 16 he will lead the orchestra in music
ricans—Schuman, Harris, Gershwin, Barber,
and himself. He will return to become a mem-
e Berkshire Music Center faculty.

CH MILITARY MARCH — SAINT-SAËNS
the fourth and final movement of the "Algerian
ccording to the composer's own note, printed
ore, the march is intended to express the joy
of security he experienced on seeing the French
at the end of a voyage he actually made to the
ncidentally, Algiers really did charm him. Re-
to its appeal years later, he died there.

MARIA. On this song, Schubert commented
er to his father and stepmother. "I never force
o be devout, except when I feel so inspired,"
, "and never compose hymns or prayers unless
ithin me real and true devotion."
s one of a group of seven songs set to music
bert from Walter Scott's "Lady of the Lake."
it constitutes the whole of Canto XXIX. As
uglas and her father prepare to rest in their
retreat, the lass prays to the Virgin. "Safe may
beneath thy care." In the distance, the breeze
to Rhoderick Dhu a harp-accompanied voice.
len, or an angel, sings." Schubert received a
dollars for the seven songs, and considered
indfall of wealth.
iginal voice and piano form of the "Ave Maria"
scribed in such a way as to display the re-
of the violin, by August Wilhelmj. He was one
eatest of violinists.

RIAN PEASANT DANCES.
olk dance suite opens with a Wedding March,
ie of which originated in Hallstatt, in 1800. A
dance, the "Schuhplattler," follows. Next, from
. birthplace of Mozart, comes a "G'Stramptfer."
vigorous, stomping, Polka. The Tyrol supplies
s item in the "Hog Dance,"—complete with
From Styria comes a "Zwoaschritt," which may
be called a two-step.

LO PAGANINI (1782–1840)
than a century after his death, the name of
still maintains its position as that of the great-
ll violinists in sheerly technical prowess. His

(*Continued on page 9*)

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Fredleys

Traditional...

the wedding ceremony
amid candlelight
and flowers..
and traditional..
the radiant bride
and her bridesmaids
superbly gowned
by Fredleys..

in Wellesley, too...

POP-OVERS

arrives to begin his imprisonment, he is amazed to be confronted by Chevalier Chagrin. On confessing that he is really Eisenstein, he is told by the warden that he is confused because Eisenstein is already in a cell. When Eisenstein learns that Alfred has been impersonating him, he sets to work to get the details. Donning the costume, wig, and glasses of his lawyer, who has rushed in, he questions Alfred. He is in a fury at Alfred's boldness, and contemplates drastic action. However, his hands are tied when Roselinde appears at the jail, shows him the missing watch, and demands to know what he has to say about himself and that Hungarian countess. She fails to explain that she herself was the masked countess. In the uproar Falke discloses that Orlofsky's party and all that happened before, during and after it, are part of a monumental joke by which he has gotten even with Eisenstein for exposing him to the public, costumed as a bat. And he leaves Eisenstein to cement his friendship with the Chevalier Chagrin by eight days of association in the Chevalier's delightful jail.

THE RED POPPY — RHEINHOLD GLIÈRE.

The Russian Sailors' Dance is from the ballet, "The Red Poppy" first performed at Moscow, 1927.

A Soviet steamer anchors in a Chinese port. Its captain's heart is touched at the sight of coolies being overworked unloading cargoes. He orders his own crew to help. A Chinese woman dancer, Tai Hoa, employed in a waterside bar, rewards the Captain's kindness with a bouquet, including red poppies. He gives a poppy to a coolie, telling him it is a symbol of liberty. Her lover, Li-Shen-Fu, watches Tai-Hoa jealously.

At quitting work, the dock laborers dance, and the sailors add to the entertainment in groups by nationality, ending with the Russian Sailors' Dance.

DMITRI SHOSTAKOVITCH

His musical interest became unmistakable at the age of nine. At thirteen (in 1919) he entered the Conserv his native Leningrad, and completed the pr studies in 1924. But he insisted on continuing class in composition of Prof. Maximilian Stein another year.

"I grasped," he has explained, "that music merely a combination of sounds, arranged in a order, but an art capable of expressing by its own the most diverse ideas or sentiments. This conv did not acquire without travail. Let it suffice tha the whole of 1926 I did not write a single note, b 1927 I have never stopped composing."

VICTOR HERBERT (b. Dublin, Ireland, 1859; York City, 1924).

Sent to Germany at the age of 7 to take up a education, at the Humanistisches Gymnasium a gart. After private instruction at Baden-Baden, veloped rapidly into a fine 'cellist, toured Europe ist, became first 'cello of the Strauss orchestra in (under Eduard Strauss), then the Court Orch Stuttgart, where he began to study composition pr and brought out some songs and a concerto for his ment and orchestra.

He married a German opera soprano, Therese F When she was engaged to appear at the Metr Opera in New York, she obtained for her husb post of first 'cello with that company, in 1886, at of 27. He held a similar position later with the or of Anton Seidl and Theodore Thomas, and was as conductor of the former.

From 1889 to 1891 he was associate conductor Worcester (Massachusetts) Festival, at which h torio, "The Captive," was presented in the latte He became successor of Patrick S. Gilmore as band of the famous 22d Regiment Band in 1893. The san he was invited to write an operetta for The Bost

(Continued on page 11)

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POP-OVERS

.s "Prince Ananïas," and its success in New York
d Herbert on his career as America's leading
. composer. But he kept up his standing in serious
s soloist, composer, and conductor — heading the
gh Symphony from 1898 to 1904, and appearing
conductor of the New York Philharmonic in 1905
6.

:TURE TO "LA BELLE HÈLÉNE" (FAIR
)—OFFENBACH.
years after Offenbach's operetta masterpiece,
s in Hades," came "Fair Helen," in 1865. As in
er work, this one turned classic mythology topsy-
ith extremely hilarious results—Helen of Troy
associates becoming no less metamorphosed than
heus. Again, however, the buffoonery supposedly
t legendary personages was really directed at the
es of the court of Napoleon III.

s "Orpheus in Hades" (1858) and "Fair Helen"
"Parisian Life" (1866) and "The Grand Duchess
lstein" (1867) are placed in the highest rank
ffenbach's operettas. It is striking that these four
which the composer is at his best constitute a
of social satire.

PROPHET"
pera takes its name from an actual historical
r, John of Leyden, an innkeeper, who in 1535
group of religious fanatics whose original pur-
to found a socialistic Kingdom of New Zion, at
, in Westphalia.
opera presents the story, John, under the title
rophet, captures Muenster by force of arms, and
crowned in its famous Cathedral, when this
ve march is played — one of the best in all opera.

ERTO FOR PIANO AND ORCHESTRA, No. 1,
OVSKY. It almost defies belief that this master-
s hotly condemned as musically worthless and
ally unplayable, by Nicholas Rubinstein, when
oser sought his judgment as friend and mentor.

ılt, Tchaikovsky struck the name of this savage
om the dedication, and substituted that of the
d German pianist and conductor, Hans von
he latter wrote that he found the ideas original,
d powerful; the form mature, the style dis-
d.

ston went the honor of the world's first per-
of the concerto. With von Bülow as soloist,
all orchestra assembled and conducted by Ben-
Lang, it was introduced October 25, 1875, in
ll. (Its first performance in Russia or elsewhere
e did not take place until the following month,
tersburg.)

ian enthusiasm for the work was unbounded,
w reported by cable to the composer. The mes-
ed Tchaikovsky so far from his previous de-
ver Rubinstein's opinion of the music that he
last ready cash replying. At a repetition of the
nce, the Finale was encored, as Bülow hastened
the composer, sending newspaper clippings.

y, Tchaikovsky passed the news along to
orsakov, with this comment:
of the healthy appetites these Americans must
h time Bülow was obliged to repeat the whole
my concerto! Nothing like this happens in our

e lively second theme of the first movement,
sky has acknowledged his indebtedness to a
gar whom he heard sing the tune at a country
he middle of the second movement appears a
ich the composer is said to have picked up in a
l. A peasant-like dance is heard toward the be-
f the third movement.

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End of Left Corridor

(*Continued from page 8*)

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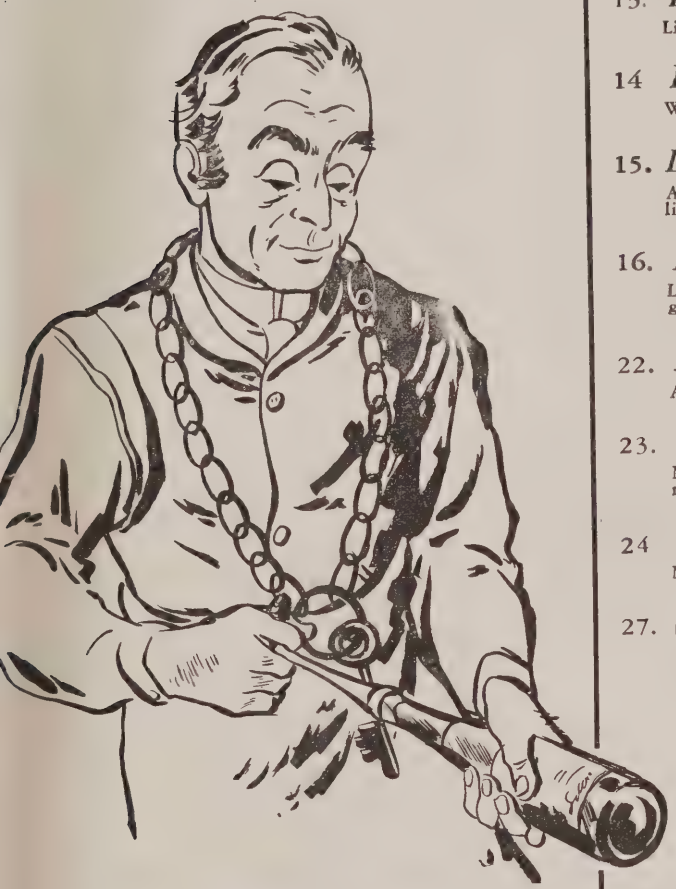
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POPS No. SEE WINE LIST ON PAGE 15

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14 *Livermore Chablis*
Well balanced full — rich — dry.

15. *Livermore Rose (Pink)*
A unique wine of the Livermore Valley. Pink in color — light of body — the ideal Summer Wine.

16. *Napa Folle Blanche*
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22. *Napa Red Burgundy*
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23. *Napa Cabernet 1939*
Made entirely of the Cabernet Sauvignon grape. Soft, round, with much finesse and breeding.

24 *Napa Zinfandel 1937*
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27. *California Red Chianti*
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48. *Extra Dry Cocktail Sherry*
A favorite Extra Dry Sherry. Clean on the palate.

57. *Dinner Port (Tawny)*
A relatively dry Tawny Port of considerable quality.

58. *Mission Cream Sherry*
A rich, semi-sweet cream sherry made in California from the Mission Grape.

59. *Cucamonga Muscatel*
Pleasantly sweet, rich and tasty.

61. *Superior Port*
A tawny rich wine excellent after dinner.

62. *Superior Pale Dry Sherry*
Dry — nutty — fine bouquet.

63. *Superior Muscatel*
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9	Pastene Dry Sauterne	1.75	1.25
11	Pastene Sauvignon Vert	2.25	
12	Pastene Hock	1.75	1.25
18	Pastene Moselle	2.25	
14	Pastene Chablis	1.75	1.25
15	Pastene Rose (Pink)	2.25	
16	Pastene Folle Blanche	2.25	
17	Padre Reserve Sauterne	1.25	
18	Cresta Blanca Sauterne	2.25	1.25
72	Chateau Cresta Blanca	2.25	
73	Valliant Sauterne	2.25	
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25	*Pontet Canet	3.00	
26	Valliant Burgundy	2.25	1.25
27	Pastene California Chianti	2.25	
28	Pastene California Chianti (Half Pints)		.75
29	Garretts Virginia Dare Red	1.75	
31	Garretts American Burgundy	1.75	
32	Padre Reserve Burgundy	1.25	
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48	Pastene Extra Dry Cocktail Sherry	2.25	.30
49	Cresta Blanca Port	2.00	
51	Cresta Blanca Sherry	2.00	
52	Valliant Port	2.25	
53	Valliant Dry Sherry	2.25	
54	Merry Widow Cocktail (Dubonnet-Vermouth)		.45
55	Dubonnet		.40
56	Vermouth Dry		.30
57	Pastene Dinner Port (Tawny)	2.25	
58	Pastene Mission Cream Sherry (Semi-Sweet)	2.25	
59	Pastene Cucamonga Muscatel	2.25	
61	Pastene Port	1.75	1.25
62	Pastene Pale Dry Sherry	1.75	1.25
63	Pastene Muscatel	1.75	1.25
64	*Williams & Humbert Dry Sack Sherry	5.25	
65	Padre Reserve Pale Dry Sherry	2.00	
66	Padre Reserve Port	2.00	
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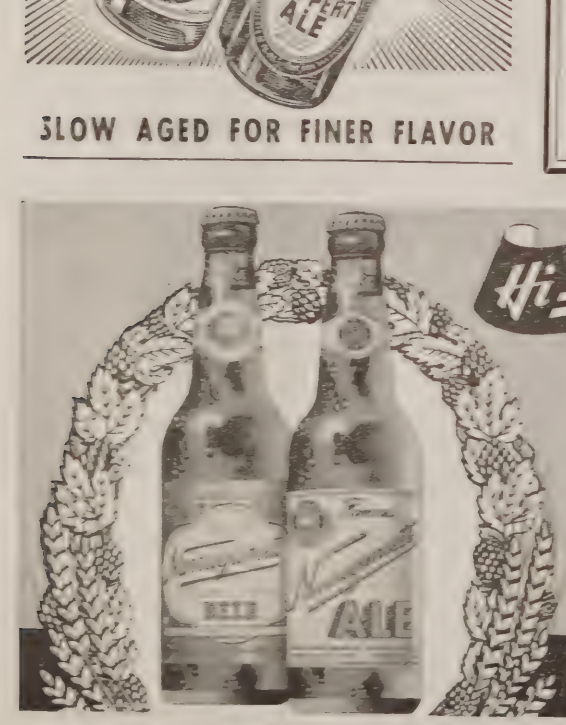
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Wine List on page 15

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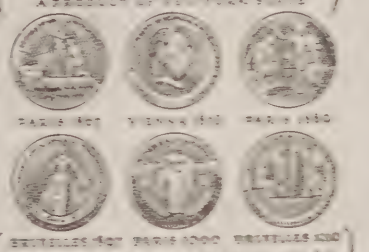
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TUESDAY, MAY 14, 1946 *Programme 15*

PROGRAMME

HUNGARIAN MARCH, "Rakoczy" . . . . . *Berlioz*
*OVERTURE to "La Belle Helene" . . . . . *Offenbach*
GRAND ADAGIO from "Raymonda" . . . . . *Glazounov*
RIDE OF THE VALKYRIES . . . . . *Wagner*

DANCES FROM THE BALLET, "Gayane" . . . . . *Khatchatourian*
Song of the Rose Maidens—Lullaby—Sword Dance
TALES FROM THE VIENNA WOODS, Waltzes . . . . . *Strauss*
JINGLES ALL THE WAY . . . . . *Cable*

SELECTION from "Carousel" . . . . . *Rodgers*
SMOKE GETS IN YOUR EYES . . . . . *Kern*
*BAHN FREI ("Clear Track") Polka . . . . . *Strauss*

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Programme 17

THURSDAY, MAY 16, 1946, at 8:30 P.M.

PAUL CHERKASSKY *Conducting*

PROGRAMME

HUNGARIAN MARCH, "Rakoczy" . . . . . *Berlioz*
***OVERTURE to "Der Freischutz"** . . . . . *Weber*
***CAVALLERIA RUSTICANA, Intermezzo** . . . . . *Mascagni*
DER ROSENKAVALIER, Waltzes . . . . . *R. Strauss*

EIGHT RUSSIAN FOLK SONGS . . . . . *Liadov*
Religious Chant—Christmas Carol—Lament—"I have danced with a Mosquito"—Legend of the Birds—Lullaby—Round—Singing and Dancing
PRELUDE to "Khovanstchina" . . . . . *Moussorgsky*
PATHETIC Symphony, Third Movement . . . . . *Tchaikovsky*

***OKLAHOMA! Selection** . . . . . *Rodgers*
***BAHN FREI ("Clear Track"), Polka** . . . . . *Strauss*
***PRAYER OF THANKSGIVING, Old Dutch Hymn** . . . . . *Valerius*

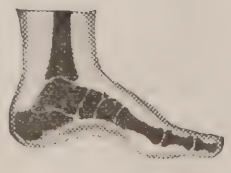
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BOSTON'S MUSICAL PICNIC

By ARTHUR FIEDLER

Quoted from "HOLIDAY", April 1946

· YEAR in April, New England's long-haired
: house, Symphony Hall, has a haircut. The
e decor is enlivened. The dark leather seats
ipped out to make way for hundreds of freshly
ed apple-green tables and thousands of gold
s. Soon after that, as he has for more than fifty
, Mr. M. D. Winegar moves in with refresh-
s. For conservative, formal Symphony Hall,
tion is under way. It's time for a musical picnic
· season of the Boston "Pops."

n April 30th youngsters from high schools and
ges, business and professional people and folks
i every walk of life will throng into a re-
nated Symphony Hall. They talk and laugh,
heartily and, according to Mr. Winegar, the
r ones consume more wine than all of Boston's
ls combined will sell that day. But the refresh-
it bill of fare is really incidental to the music.
a rule, the crowds become silent as the first
es sound.

s conductor of the Boston Pops I say candidly
t the Pops season is fun not only for the customers
for all the men of the orchestra, myself in-
ded. The boys get a kick out of shedding their
nity to play Pistol Packin' Mama or Tico Tico
ng with Tchaikovsky, Bizet and Morton Gould.
quite an art—and definitely a holiday. The men
oy it, and they're spurred on by the obvious
asure of the listening crowds.

The Pops season is a challenge to me—and an
portunity to arrange a musical menu to please
wide a variety of tastes as possible. In this business
Gallup poll is not necessary to measure consumer
action; applause is an immediate and positive
ter.

We revive an obscure toccata by Frescobaldi, born
1583; it's encored. The same thing happens
ien we play David Rose's Holiday for Strings;
en a full-length piano concerto like Tchaikovsky's
wildly applauded. So we know that our audiences,
nich pack the hall seven nights a week, do not
tend merely to beat time to a novelty fox trot.

The Pops originated under another name in
85. On the night of July 11th a fashionable
owd of ladies in bustles with escorts in Victorian
ot suits arrived at the old Boston Music Hall to
ear a type of concert never before attempted in
im New England. The "Promenade Concerts"—
amed after their famous London counterpart—
romised not only light classical music but plenty
refreshments mixed with chatter. Mr. Adolf Neu-
ndorf conducted the four-year-old Boston Sym-
phony Orchestra with some trepidation. Neither he nor his musicians had ever played to an audience seated at tables, buzzing with conversation and busy eating and drinking, instead of remaining in rapt silence. He selected such sparkling froth as Rossini's William Tell Overture and Strauss' Pizzicato Polka. People continued to eat and talk. In fact the sound of conversation never descended quite to the level of a dull roar. But at the conclusion of the program the applause was tumultuous. Amazed, Conductor Neuendorf was obliged to continue the "Proms" until October, when the Boston Symphony's winter season was scheduled to open.

When I took over as conductor in 1930—forty-five years later—everything was pretty much the same. The men of the Boston Symphony, 97 strong, doubled as Pops players. They still do today. Their new conductor in 1930 was no stranger to them. I had been with the orchestra fifteen years—in fact I was known as "the Floating Kidney," because no one knew whether I'd turn up playing viola, violin, celesta, piano or organ. After I became Pops papa I was obliged to give up playing with the orchestra, as well as accepting other conductorial engagements. Planning our programs for the Pops season, May and June, is a full-time job.

The name "Pops" did not derive, as some people fondly believe, from the sound of champagne corks popping during the concerts. It was adopted in 1900 because Max Zach, maestro at the time, felt that Pops, springing from Popular Concerts, was a more indicative and informal name.

Informality is the keynote of the Pops. The horseplay starts when we first begin rehearsals in April. Seven concerts a week is a heavy schedule, but we accomplish more in a spirit of fun and relaxation. One scorching June morning we were rehearsing music of a pastoral nature. Nobody felt the mood I sought, so I finally said, "Relax, men. We're in the country beside a cool tinkling stream. Everything is peaceful, the woods smell green and lush. Near-by is slumbering a little village. . . ." Then, believing I had established the right mood, I raised my baton. Out of the orchestra issued a barnyard cacophony—pigs grunting and squealing, cows mooing, roosters crowing and dogs barking. We all laughed. And we finished up the rehearsal in great style. The boys kid each other too. One day we were running through a Bottesini piece which features rival solos for violin and bass viol. The moment arrived. The bull fiddler and his antagonist, the violinist, braced themselves to com-

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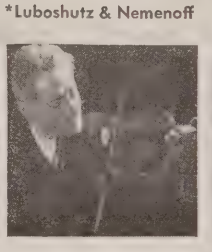
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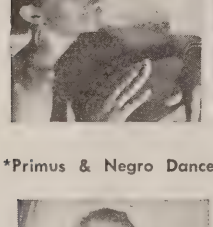

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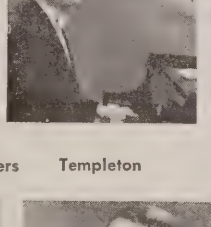

Pinza

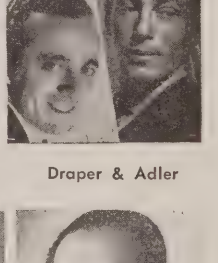

Rubinstein


Kreisler

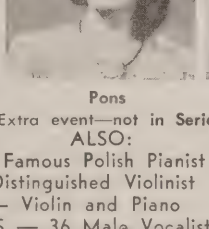

*Uninsky

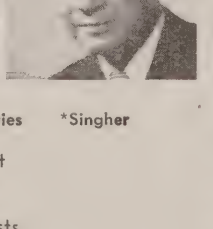

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pete. Suddenly two men posing as seconds rush in with gong, water buckets and towels—all set f the big "fight"!

Still, the men of the Pops Orchestra play supe latively, even when they have had time only read through, without rehearsing, our selectio The proof is in the listening: We have friends the audience who come back year after year. Yea ago I noticed a delightful old gentleman sitti within easy access of the cigar counter. I learn that he was Mr. William Kittredge, retired bu nessman. He hasn't missed an opening night sin that pioneer concert in 1885.

Another of our favorites is John F. Fitzgera ex-mayor of Boston. Several times a season we ha Old Timers' Night, when everyone participates a real old-fashioned songfest. That's when you he the warm tenor of the former mayor. At 83, he st loves to harmonize to Daisy or Sidewalks of Ne York or Take Me Out to the Ball Game. The a dience appears dressed in clothes of the Gay '9 helping to accent the barbershop atmosphere. arrive at Symphony Hall via horse and carriag while more enterprising souls ride bikes or moto cycles in their outlandish costumes. Our old-time songs have become so popular we have made Vict records of most of them.

Older people have no monopoly on the Pops, f the young always attend in throngs. They love hear all the hits from popular productions of sta and screen. Near-by schools and colleges frequen take over the Pops for an evening benefit, comple with glee clubs and choirs. Music students a sometimes permitted to wield the baton. Last ye on Army Night the promising Thor Johnson to over, and on Navy Night Walter Hendl was ma tro pro tem. And I always welcome my good frie Morton Gould, who is in a class by himself.

I like young people to be interested in mus We have presented young piano soloists such Bernhard Weiser and Leo Litwin, who was such hit last season when he played Addinsell's Wars Concerto. Budding composers are encouraged bring me their scores. About 50 of the 300-o selections played in a season are new titles. Carlt Beyer used to be an usher at the Pops. One day submitted a sprightly piece he had written call Bugler's Holiday. It was programmed soon af that, and Carlton was appointed a librarian for t orchestra. It was he who arranged our side-splitti version of Deep in the Heart of Texas, one of o best encores.

Season Ticket Office open at both intermissions *(see page 21)*



BERKSHIRE FESTIVAL PROGRAMMES

Serge Koussevitzky has planned the programmes for the Berkshire Festival to be given by the ston Symphony Orchestra next summer under his direction in the Shed at Tanglewood, Lenox, assachusetts. There will be nine concerts over a period of three weeks on Thursday evenings, turday evenings and Sunday afternoons.

The three programmes of the first week (July 25, 27, 28) will include Beethoven's Symphony o. 3 (Eroica), a symphony of Haydn, Mendelssohn's Italian Symphony, Sibelius' Second Symiony, Rachmaninoff's Second Piano Concerto, Wagner's Prelude and Introduction to Act III,)ie Meistersinger," Stravinsky's "Petrouchka" Suite, Shostakovitch's Fifth Symphony, and Copnd's Suite "Appalachian Spring."

The second week (August 1, 3, 4) will consist of a Brahms Festival, the programmes to include .e Tragic Overture, all four symphonies, the First Piano Concerto, the Haydn Variations, the lto Rhapsody and the Double Concerto for Violin and 'Cello.

The third week (August 8, 10, 11) — Berlioz's Fantastic Symphony, Schumann's 'Cello Conrto, Strauss's "Till Eulenspiegel's Merry Pranks," Moussorgsky's "Khovanstchina" Prelude, okofieff's Fifth Symphony, Martinu's Violin Concerto, Thompson's "Testament of Freedom," and eethoven's Ninth Symphony.

The soloists will be announced later, and likewise the programmes for the four Bach-Mozart stival concerts, Serge Koussevitzky conducting members of the Boston Symphony Orchestra in the heater-Concert Hall, Saturday evenings and Sunday afternoons, July 13–14, 20–21, and the four iamber concerts on Tuesday evenings, July 2, 9, 16, 23. The chamber series is to be given in coperation with Mrs. Elizabeth Sprague Coolidge. Admission to this series, as well as to the proiuction of Benjamin Britten's opera "Peter Grimes," will be by invitation.

For further information about the Festival, subscription application, or catalogue of the Berkiire Music Center, inquire at the new subscription office, Symphony Hall.

FRIDAY, MAY 17, 1946

PROGRAMME

SECOND CONNECTICUT REGIMENT, March . . . . . *Reeves*
OVERTURE to "Die Fledermaus" ("The Bat") . . . . . *Strauss*
FROM SAN DOMINGO . . . . . *Benjamin*
POLONAISE IN A-FLAT . . . . . *Chopin*

HUNGARIAN RHAPSODY No. 9, "Carnival at Pesth" . . . . . *Liszt*
ORPHEAN CLUB OF LASELL JUNIOR COLLEGE
George Sawyer Dunham, Conductor
Mrs. Franklin E. Leland, Accompanist

Sound the Trumpet! . . . . . *Purcell*
Let My Song Fill Your Heart (Viennese Waltz) . . . . . *Charles*
I Wonder When I Shall Be Married (Kentucky Mountain Song)
Arranged by Bartholomew
Scene and Prayer from "Cavalleria Rusticana" . . . . . *Mascagni*

JINGLES ALL THE WAY . . . . . *Cable*
NIGHT AND DAY . . . . . *Porter*
RUSSIAN SAILORS' DANCE from "The Red Poppy" . . . . . *Glière*

* Pops Recording

BALDWIN PIANO

Among those present: Lasell Junior College



Season Ticket Office open at both intermissions *(see page 21)*

eally go to town on Pops encores. Anything om Wagner's Prelude to Act III of Lohen- The Slaying of the Mosquito, a perennial . A sign-boy holds up big placards announc- ch selection. This presents a problem on ay nights when the concert goes on the ABC k. The control booth is located in the stage vings—two stories up. The poor announcer is neck leaning out a little window to read n. Then he signals me to begin.

t signal is transmitted by wire to a podium in the history of music. This conductor's m is always hidden behind gladioli or other flowers. But the picturesque front hides a equipped with everything but hot and cold ig water. There is the rack which actually the scores. Then there is a little red light, the from the control room. Most extraordinary private air-cooling system. Conducting is hot especially in tails. So an electric fan is con- in the stand. At the touch of a foot pedal, n sends up a cooling breeze. Even in a white r jacket, later in the season, the air condi- is indispensable. When it's really hot the play in shirtsleeves. If all had fans, each selec- would be played against a loud, humming fan gato.

ave said that as a rule, even the noisiest au- e becomes silent at the first notes—as a rule. night we were playing Ravel's La Valse, and ere on the air. The piece opens low in the s and drums, with a suppressed "boom, ta , ta boom." Then a thread of melody follows, st inaudible. I say almost inaudible, but that no one heard it. It was a gay crowd, busy ing up on the latest talk. For more than a ute—a long time on the air—the radio audience d nothing but muttering punctuated with gig- instead of the promised strains of La Valse. The neers were getting frantic when at last a few pricked up, and a "s-s-sh-hhh" finally quieted audience.

hile our audiences pay more attention to the ic nowadays, the essential principle of the Pops remained unchanged: Good, light music played people who eat, drink and make merry while listen.

hat better recipe is there for a warm evening's rtainment? Last season we celebrated the six- anniversary of mixing these ingredients, and customers are still clamoring for more. Every- y seems to love a musical picnic.

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IAN CARNIVAL	*Berlioz*
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YESCAS — Intermezzo	*Granados*
VELS OF THE MADONNA — Camorristi Dance	*Wolf-Ferrari*
GIOCONDA — Dance of the Hours	*Ponchielli*
HENGRIN — Prelude to Act III	*Wagner*
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MARCH OF THE LITTLE LEAD SOLDIERS	*Pierné*
MARCHE MILITAIRE	*Schubert*
MARCHE SLAVE	*Tchaikovsky*
POMP AND CIRCUMSTANCE	*Elgar*
SEMPER FIDELIS	*Sousa*
STARS AND STRIPES FOREVER	*Sousa*
STRIKE UP THE BAND	*Gershwin*
WAR MARCH OF THE PRIESTS	*Mendelssohn*
WASHINGTON POST	*Sousa*
WEDDING MARCH — "Midsummer Night's Dream"	*Mendelssohn*

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Song Fest	*Arranged by Bodge*
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Dance of the Hours ("La Gioconda")	*Ponchi*
Faust Ballet Music	*Gou*
Ritual Dance of Fire	*F*
Sleeping Beauty Ballet — Waltz	*Tchaikov*
The Incredible Flutist	*Pis*
Three-Cornered Hat	*F*

MISCELLANEOUS

Annen — Polka	*Stra*
At Dawning	*Cadman-Her*
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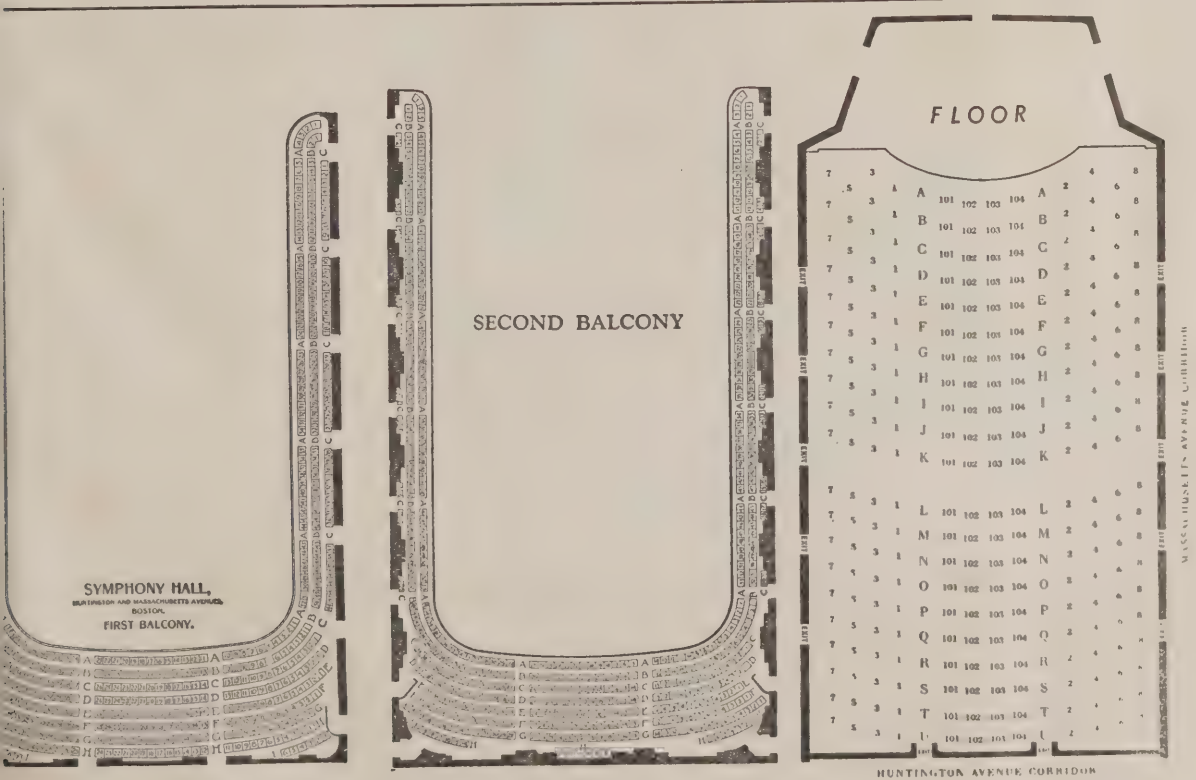
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(from "Xerxes")	*Handel*
londrina	*Serradell-Findlay*
loma	*Yradier*
esienne, Suite No. 2	*Bizet*
res Blut — Polka	*Strauss*
uena (from Suite "Andalusia")	*Lecuona*
i of the Little Lead Soldiers	*Pierné*
ie Slave	*Tchaikovsky*
an Rhapsody	*McBride*
Box	*Liadov*

None but the Lonely Heart	*Tchaikovsky-Cailliet*
Panis Angelicus	*Franck*
Perpetuum Mobile	*Strauss*
Pizzicato—Polka	*Joh. Strauss, Jr. & Josef Strauss*
Polkas by Strauss (Album) — "Tik Tak," "Bahn Frei," "Pizzicati," "Leichtes Blut," "Annen," "Sans Souci."	
Polonaise Militaire	*Chopin-Glazounov*
Prayer of Thanksgiving	*Old Dutch Air*
Prelude in C-sharp minor	*Rachmaninoff*
Prelude in G minor	*Rachmaninoff*
Procession of the Sardar (from "Caucasian Sketches")	*Ippolitov-Ivanov*
Rachem	*Mana-Zucca*
Reve Angelique (Kamennoi Ostrow)	*Rubinstein*
Sally in Our Alley	*Arranged by Frank Bridge*
Sans Souci — Polka	*Strauss*
Scherzo (from String Octet)	*Mendelssohn*
Slavonic Dance in G major, No. 15	*Dvorák*
Song of India (from "Sadko")	*Rimsky-Korsakov*
Song of the Volga Bargemen	*Arr. by Glazounov*
Tik Tak — Polka	*Strauss*
Thunder and Lightning — Polka	*Strauss*
Tritsch-Tratsch — Polka	*Strauss*
Waltz in A-flat (Arr. by Gericke)	*Brahms*
Warsaw Concerto (Leo Litwin, Soloist)	*Addinsell*
Wedding March (from "Midsummer Night's Dream")	*Mendelssohn*
Wedding March ("The Golden Cockerel")	*Rimsky-Korsakov*



Second Balcony Refreshment Service — End of Left Corridor

GOLD SEAL

NEW YORK STATE *Champagne*



Akin to the wine country of Northern France is the location of the Gold Seal Winery on Lake Keuka at Urbana, Hammondsport, N.Y. Here, grape-loving soil, sunshine and old-world craftsmanship combine to give you Gold Seal... the champagne famous for its delicate bouquet and bubbling gaiety for 80 years.

Why wait for a Wedding?

To make any occasion a jo
event, always be sure to ch
famous Gold Seal Champag

Your choice of
SPECIAL DRY, *a dry win*
BRUT, *a very dry win*

URBANA WINE COMPANY, INC., URBANA, HAMMONDSPORT, N

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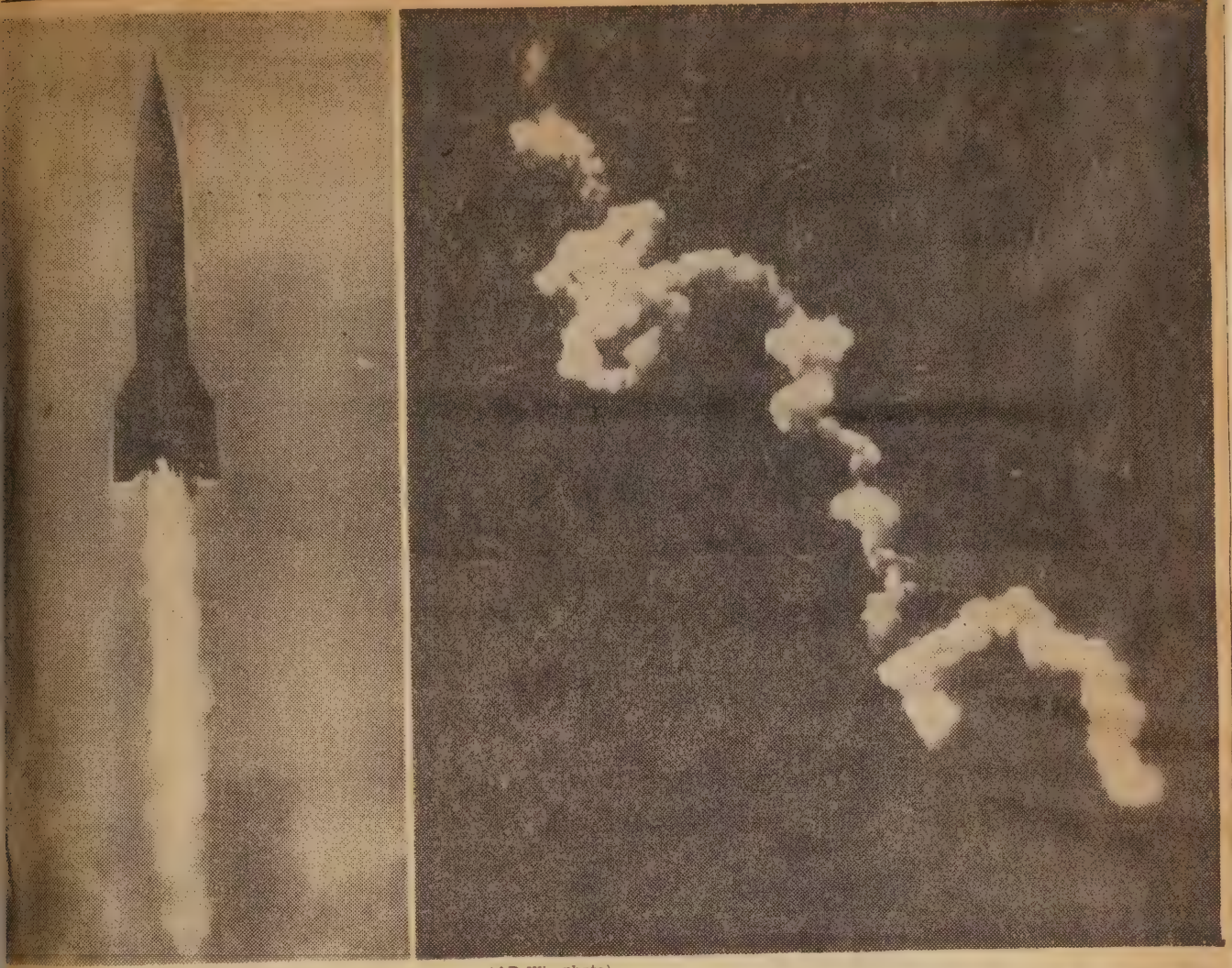
May 11, 1946

Dear Dad:

Many thanks to you
for the super-grand time
we all had at the "Pops."
Believe me, we are all
grateful to you for a very
delightful evening.

With Love

Johnny



(AP Wirephoto)

5-MILE TRIP TO IONOSPHERE—Fired in test at Army's White Sands, N. M., proving grounds yesterday this 4-ton German V-2 rocket (left), roared 75 miles high and landed in desert 39 miles from discharge staging. ight shows spiral wake.


Thanks a Million

Sunday, May 12th 1946
Mother's Day - Sleet late
it being seven when
I woke up. Down for
the Sunday papers -
Breakfast upstairs at
8.30 orange juice - corn
flakes. Broiled egg on
corned beef hash. Hot
Roll - Butter - cod Coffee.
Read the papers - up -
at 10.45 + at noon
over to call on Mother
Back at 12.45 - Very
warm & muggy today.
Front Porch. The Gales
Fathers - Mary & John -
David - Jeanne & Leslie
Grammer, Mac Dayton,
Thelma Harlow. Robert
Rich for cocktails -
Dinner. Onion Soup au
Gratin - Lobster
Salad. French Fried
Potatoes - Asparagus

Mild, Sunny In Afternoon

The low pressure trough located in a line running through central New York, Pennsylvania, west of the Appalachians to Louisiana, produced a wide band of showers from the Great Plains eastward to Maine. Although all of New England was blanketed with showers yesterday and last night, rainfall amounts, up to last evening, were everywhere less than 1/10 of an inch.

The showers will end in the early forenoon in all sections except eastern Maine, where they will end in the early afternoon. This afternoon should be relatively mild and pleasant and considerable sunshine. It looks like it should be a good afternoon for the apple blossom festival.

Tonight will be fair and cooler. Northern New Englanders should be on the lookout for some frost. The outlook for tomorrow is for scattered showers again. A minor disturbance located in Minnesota last evening is expected to move eastward and affect New England sometime tomorrow. Temperatures during the next two or three days will continue on the cold side.

This Is White Sunday

It is tradition that, throughout much of New England, apple trees usually are in full bloom on the first or second Sunday of May. For that reason today is known as White Sunday—the day on which the great orchards look like vast tented areas. The white of the flour clusters on thousands of fruit trees is tinted pink on the outside, the petals showing but little of the pink at the present stage.

Given fair weather, hundreds of motorists will make excursions to visit the whitened fields, in central Massachusetts, Connecticut and parts of New Hampshire.

Some of the noted beauty spots can be found within easy driving distance—in Westfield, Littleton, Lunenberg, Sterling, Harvard and Ashland among others.

Perhaps the most notable rendezvous on this occasion is Redstone Hill in Sterling, where lived Mary, who had the "little lamb who followed her to school." A report just issued from Amherst Agricultural Station says the trees are now fully whitened with enough unimpaired blossoms to insure a fair crop, dependent, however, on proper pollination by bees and other agents.

Yesterday was mostly cloudy, with light showers over New England and numerous thunderstorms south of New York. Temperature in Boston was normal with the day's average about 55 degrees. Wind was southwest 20 miles an hour much of the day, turning to northwest later.

A cold trough extended from James Bay in Canada through Buffalo, N. Y. to the Gulf of Mexico, with warmer weather to the east, colder to the west. In Cheyenne, Wyo., temperature dropped to 19 degrees. Diminishing, this chill was spreading southwards toward Texas, also eastward.

May 12, 1946. C. H. B.

toast. Milk, Straberries and Vanilla Ice Cream – Rested all afternoon +

Dear Mother





FRANCES JOHN JEANNE MARY



NICHOLAS JIM. NAN THELMA

SUNDAY, MAY 14, 1944

toast. Milk, Strawberries and Vanilla Ice Cream — Rested all afternoon

This one day of all the year,
For you, is set apart,
But every day is Mother's Day
Deep down within my heart.



Much Love

Johnny

With Love to

MOM

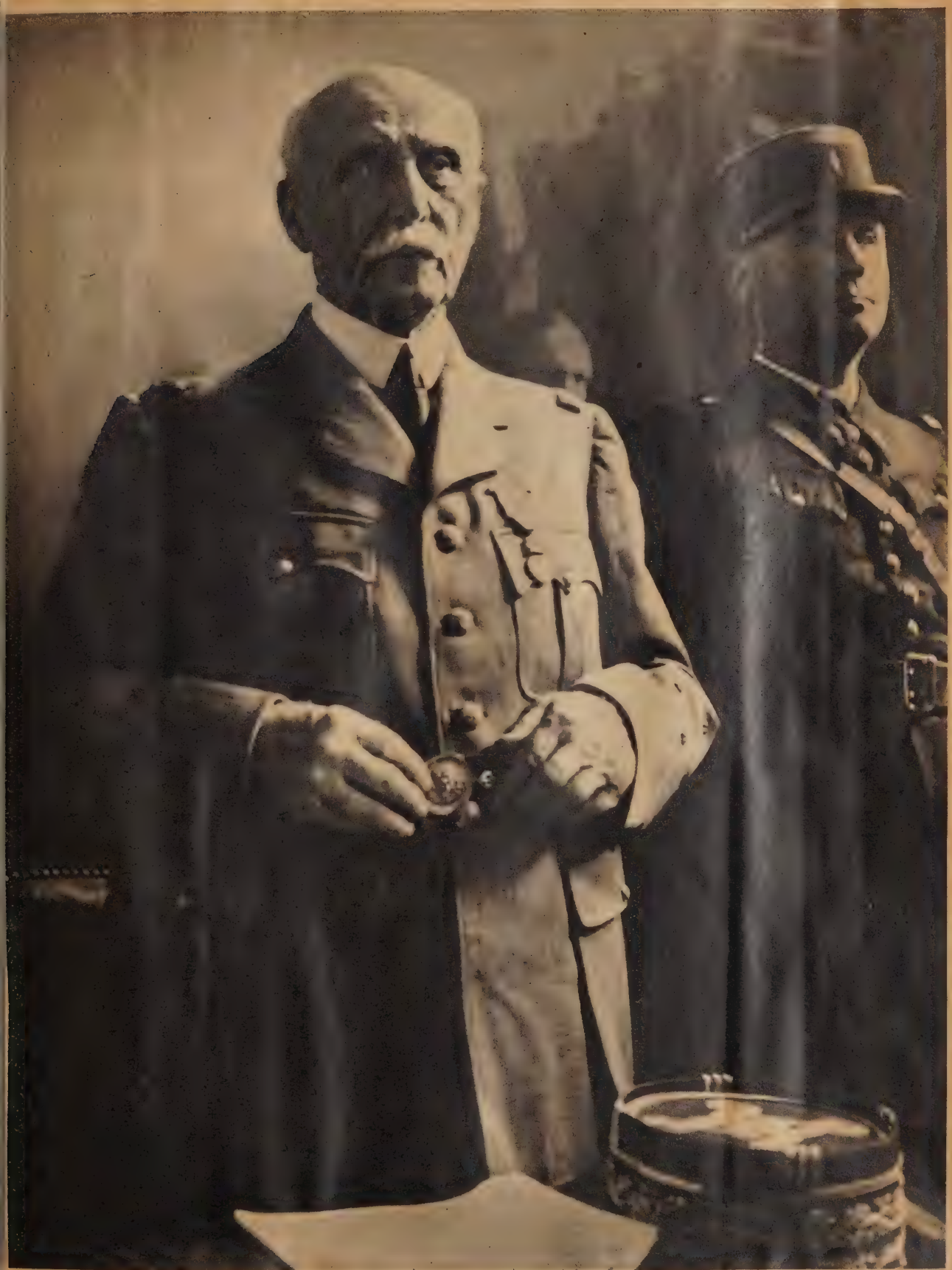
on

Mother's Day





Last Days of PÉTAIN



GUILTY: The once proud hero of France hears the dread sentence for his many treacherous deeds



To my Mom,

I'm wishing worlds of happiness
On Mother's Day for you,
And that's a wish
that's in my heart
Each day the whole year through.

all my love,
Peter

Love to Mother on her day
in 1946.

Mary and Jim



LONELY: Pacing slowly across the prison courtyard, he lives with the memories of men he betrayed

His death sentence commuted, this traitor lives in a lonely prison . . .

NINETY-YEAR-OLD Henri Philippe Pétain, dishonored Marshal of France, who was convicted last year of collaboration with the enemy, is quietly passing the rest of his life at Fort du Portalet, an old fortress nestled in a wild valley of the Pyrenees Mountains near Spain.

In his cell — the only one occupied in the fort — the tired and broken old man lies prostrate for hours on end in his wooden bunk. A warden is seated permanently outside the cell door, which is opened only to admit two doctors and a priest who comes to say Mass from the near-by village of Urdos. Pétain is not pampered; his life is the life of any oner, except that he does not work. His food consists m of bread and soup. He makes his own bed.

Reading occupies much of his time. Two of the boo read shortly after imprisonment described the life of Nap during exile. Sometimes he calls a guard to him for a Often he just stares out of his barred window at the tains. He is not writing his memoirs, but he does write letters a week to his wife.

If he feels fit, Pétain takes a walk in the courtyard head looking downward as if pondering the crimes he mitted against the men who opposed fascism — m condemned to prison in Portalet.

Development Group Dinner Tomorrow

The Greater Boston Development Committee will hold its first annual dinner at the Hotel Statler tomorrow night, with more than 250 leaders in business and professional life attending. Speakers will include Theodore T. McCrosky, executive director of the Greater Boston Development Committee, and Major General Clarence H. Kells, newly appointed director of the Port of Boston Authority. Toastmaster will be Jay R. Benton, president of the Boston Mutual Life Insurance Co., and chairman of the development committee.

Drizzly and Warm

Sunday, Mother's Day, proved unfavorable for extensive excursions to the orchard sections of Massachusetts and adjoining states, to see the wonder of the apple trees in full bloom. Fog and drizzle, with intermittent light showers and the absence of sunshine, discouraged many motorists who had planned outings on White Sunday.

There were light thundershowers reported in Westfield, also from stations in New York, New Jersey and Pennsylvania, as well as all over New England. Those who did go were amply repaid. They noted, in addition to the white hillsides and valleys, especially in the Nashoba fruit district, there was a marked advance in foliage along the highways. Maples and many other shade trees were found almost in full leaf after slow earlier progress.

During the day, wind was very light, varying between south-southwest and south-southeast, while the air was humid. Just before sunset, the wind freshened and reached a velocity of 20 miles an hour from the south. Temperature by that time had reached 67 degrees, and for the day it averaged about four above the seasonal mean.

The low pressure front which came across New York state had moved very slowly eastward. It was halted in its progress along a line through Bangor, Portland and Hartford. A large high pressure front which developed northeast of Bermuda has moved northward, 800 miles off the coast, effectively blocking the low.

Cloudy conditions last evening shut out a view of the Moon in conjunction with the planet Jupiter high in the eastern sky.

May 13, 1946 C. H. B.

Monday, May 13-1946 X

Up at the regular time - down to breakfast at 8.30 orange juice - oatmeal + cream - fried eggs + Bacon toast - iced coffee. Called Mrs Moody to find he again is laid up with a cold. With Frances in the car, down to Hillcrest Road to pick up Elise Burroughs to take her into Red Cross - I had my usual Monday morning suit case - Off at Harvard Square - Subway, on to the office. Jane, Nilus, Johnston, Kells, + Gilbert sat around the big table discussing the Queen Plan - at 10.30 I out to Filene's - closed To Peter Le Simone's for a shine To Boston Headquarters for a talk with Ted. McCrosky. Back to the office - out at 12.30 with Everett Lane - across

Via Common to Charles St. Had lunch at the Colonial kitchen. French Onion Soup. Boiled OX Tongue. Creamed Carrots Pear - Cottage Cheese Salad - Iced Coffee - Chocolate Icecream - Walked over to the Park Square Building. To the Telefirt to use ut 45 minutes - at 2.30 to Jack Dowd's office to attend meeting re dedication at Boston Airport next Thursday. Over at 3.50. Walked Back to the office - Work. Freshened up - Left at 5.45 - Walked out to the Statler. Annual Meeting + Dinner of the Greater Boston Development Committee. Held in the Georgian Room. First the reception - then the Dinner. Presided - All went well. Arthur Crowin gave me a lift home - to Bed at 11. Read until 12 - then light out, and to sleep.

CITY OF BOSTON
OFFICE OF THE MAYOR
CITY HALL, BOSTON

JAMES M. CURLEY
MAYOR

May 10, 1946

Jay Benton, President
Boston Mutual Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Sir:

An important meeting will be held at the Office of the Mayor, School Street, Boston, on Monday, May 13th, at 2:30 p.m. to discuss further the housing situation and to make definite plans for the immediate future.

Your presence is urgently requested, and I trust you will be in attendance.

Sincerely,

James M. Curley

Mayor

WAVERLEY CO-OPERATIVE BANK

Belmont, Mass., May 4, 1946

Dear Sir:

The regular meeting of the Board of Directors will be held at the Bank on Monday evening,

May 13, 1946

at 8 p. m.

It is hoped that you will be able to be present.

Respectfully yours,

WALTER E. BORIGHT,

Treasurer.



GREATER BOSTON DEVELOPMENT COMMITTEE INC.
80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS
Telephone Hancock 3540
Action Today to Achieve the Greater Boston of Tomorrow

BENTON
men
C BRETT
RIC C. CHURCH
HODGKINSON
AM K. JACKSON
AS A. PAPPAS
of Executive Committee
ERIC C. CHURCH
of Finance Committee
H LOWELL

LES FRANCIS ADAMS

TL BLOOMFIELD
Director
McCROSKY

April 23, 1946

MEMORANDUM

To: Officers, Greater Boston Development Committee

We have arranged to seat all the officers of the committee at the head table, on the occasion of our Annual Dinner on May 13, at the Statler.

The reception will begin at 6 o'clock and I have written our head table guests to join us for cocktails at 6:30 in Parlor B.

I shall appreciate your acceptance so that final arrangements for seating the head table can be made.

Sincerely yours,

T. T. McCrosky

T. T. McCrosky
Executive Director

TTM:D

WAVERLEY CO-OPERATIVE BANK

Belmont, Mass., May 4, 1946

Dear Sir:

The regular meeting of the Board of Directors will be held at the Bank on Monday evening,

May 13, 1946

at 8 p. m.

It is hoped that you will be able to be present.

Respectfully yours,

WALTER E. BORIGHT,

Treasurer.



This note brings love

On Mother's Day

To one who's dear

In every way

Mary - Jim - David - Peter

HEAD TABLE LIST
(Left to right, facing the table)

Dudley Harmon
Executive Vice President, New England Council
H. D. Hodgkinson, Vice Chairman, Greater Boston Development Committee
General Manager, William Filene's Sons Company
Frederic C. Church, Vice Chairman, Greater Boston Development Committee
Boit, Dalton and Church
John Collins
Assistant New England Regional Director, C.I.O.
Miss Elisabeth M. Herlihy, Member of the Executive Committee, Greater Boston Development Committee; Chairman, State Planning Board
Hon. Peter J. Jordan of Revere
Majority Whip, Massachusetts House of Representatives
Hon. John E. Flaherty of South Boston
Democratic Floor Leader, Massachusetts House of Representatives
Hon. Donald W. Nicholson of Wareham
Republican Floor Leader, Massachusetts Senate
~~Henry J. Nichols~~
~~Vice President, National Shawmut Bank~~
Hon. Charles Francis Adams, Treasurer, Greater Boston Development Committee; Chairman of the Board, State Street Trust Company
Theodore T. McCrosky
Executive Director, Greater Boston Development Committee
Hon. Maurice J. Tobin
Governor, Commonwealth of Massachusetts
Jay R. Benton, Chairman, Greater Boston Development Committee
President, Boston Mutual Life Insurance Company
Hon. Russell S. Codman, Jr. (representing Mayor James M. Curley)
Commissioner, City of Boston Fire Department
Major General Clarence H. Kells, USA (ret.)
Director, Port of Boston Authority
Hon. Frederick Bancroft Willis of Saugus
Speaker, Massachusetts House of Representatives
Frederick P. Clark
Planning Director, Regional Plan Association, Inc., New York
Hon. Joseph L. Murphy of Dorchester
Democratic Floor Leader, Massachusetts Senate
Hon. John H. Valentine of Chelmsford
Republican Floor Leader, Massachusetts House of Representatives
Mrs. Benjamin F. Kraus
Member of the Executive Committee, Greater Boston Development Committee
John J. DeMonte, Member of the Executive Committee, Greater Boston Development Committee; President, Boston Central Labor Union, A.F. of L.
Thomas A. Pappas, Vice Chairman, Greater Boston Development Committee
President, C. Pappas Company, Inc.
Alden C. Brett, Vice Chairman, Greater Boston Development Committee
Treasurer, Hood Rubber Company
Daniel Bloomfield, Secretary, Greater Boston Development Committee
Manager, Retail Trade Board of Boston

3



May 13, 1946

Order of Business for
ANNUAL MEETING
GREATER BOSTON DEVELOPMENT COMMITTEE, INC.

1. Meeting called to order.

2. Determination, through appointed tellers, or by show of hands, or otherwise, of the number of members of the Committee present

(A quorum (49) is one-fourth of the entire membership).

3. Report of Nominating Committee (Edward L. Hubbard) of nominees for election to Executive Committee.

(Not less than 9 nor more than 35) (33 nominated).

4. Call for additional nominations from the floor, if any.

5. Election of Executive Committee.

6. Report of the Treasurer (required by by-laws).

7. Action upon new business, if any.

8. Adjournment of corporate meeting.

9. Introduction of head table guests (except speakers).

Arrives at conclusion of A.D. Comm.

10. Introduction of His Excellency Maurice J. Tobin, Governor of the Commonwealth of Massachusetts.

11. Introduction of Frederic C. Church, Vice Chairman of the Greater Boston Development Committee.

12. Church will introduce Major-General Clarence H. Kells, Director of the Port of Boston Authority.

13. Introduction of Frederick P. Clark, Planning Director, Regional Plan Association, Inc. of New York, formerly an officer in the United States Naval Reserve, and earlier, Executive Director of the New Hampshire State Planning and Development Committee.

14. Introduction of Theodore T. McCrosky, Executive Director, Greater Boston Development Committee.

15. Concluding Remarks by Jay R. Benton, Chairman.

Mother's Day, 1946

Dearest love to you,

mom

from

Leslie, Joanne, & Dave.



Governor of the Commonwealth of Massachusetts.

Introduction of Frederic C. Church, Vice Chairman of the

Church will introduce Major-General Clarence T. Kells,

Director of the Port of Boston Authority.

National Plan Association, Inc. of New York, formerly an

officer in the United States Naval Reserve, and serving

Development Council Three.

Report of the Treasurer of -
"The Greater Boston Development Committee, Inc."
for the period March 7, 1945 through May 8, 1946.

Contributions received			$129,209.17
Disbursements			
Rent, including electricity	$2,844.65		
Salaries	11,215.25		
Furniture & Fixtures	1,339.87		
*- Office Maintenance and Miscellaneous Expense	12,424.30		
		$27,824.07	
Balance May 8,1946 in the State Street Trust Co.		101,385.10	
			$129,209.17

C.F.Adams Treasurer

May 13,1946

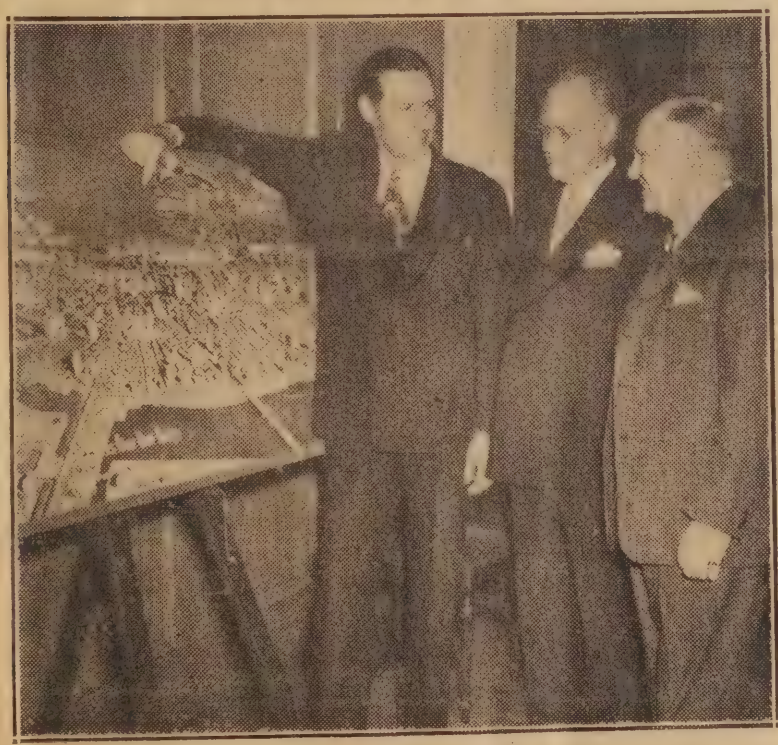
*-Includes amounts transferred to
"Greater Boston Development
Committee Executive Director's
Cash Account"

Deposits		$750.00
Expended	$270.08	
Balance	479.92	$750.00

BOSTON POST, TUESDAY, MAY 14, 1946

BIG HUB TRAFFIC PLAN REVEALED

Elevated Highway, Harbor Tunnel, Airport Roadway and Parking Areas in City Outlined



DISCUSS PLANS FOR BOSTON

Boston's traffic problems were discussed last night at the Greater Boston Development Commission dinner at the Hotel Statler with the aid of air view of Boston. Left to right are Governor Tobin, Jay R. Benton, Greater Boston Development Commission, and Major General Clarence R. Kells, director of Boston Port Authority.

A huge building and reconversion program for Boston was outlined by Theodore T. McCrosky, executive director of the Greater Boston Development Committee, Inc., at its annual dinner at the Statler Hotel last night.

Continued on Page 7—Third Col.

BIG HUB TRAFFIC PLAN REVEALED

Continued From First Page

The four-point program includes: 1—A new vehicular toll tunnel to East Boston to be constructed from proceeds of bonds, supported by the faith and

credit of the State; 2—A viaduct 80 feet wide, bearing six elevated lanes for express traffic over a new eight-lane surface street from Cambridge, across the city to Massachusetts ave., South End, to be constructed partly from an appropriation by the State from the highway fund and partly from a grant by the federal government; 3—Express highway connections with no traffic lights between the East Boston tunnel, Logan Airport and the McClellan Highway, to be financed by the Commonwealth Highway Fund; 4—Investment of $5,000,000 by the city of Boston in off-street parking lots to be leased on competitive bids to private operators.

150 Attend

Mr. McCrosky presented the committee's program to more than 150 public spirited citizens, including various members of the Legislature, who will be called upon later to implement the program by legislative action.

Governor Tobin was one of the most enthusiastic and outspoken persons present in support of the program. He said he was with the committee 100 per cent because his position and his motives had been misunderstood and misinterpreted when the program was first broached. He denied being a radical in his financial policy but said it was a question of balancing the budget or making progress possible for the city and State.

It always takes courage, he said, to make progress. He pointed to the far-seeing Bostonians who built the Tremont st. subway and the Washington st. tunnel.

He pointed out with a smile that in 1940, when he broached the subject of a new express highway across the city, he could have purchased the land required for one-fifth of what the city would have to pay for it now. He stated that the demand for goods of every kind is so great that when production starts again without restrictions there is going to be a vast increase in business. If Boston wants to get its share in handling this business expeditiously and effectively, it will have to modernize its streets and docks and other facilities for handling traffic, he said.

Outlines Port Plans

It was time, he said, that some of the money made in the past in New England was turned back into New England to restore the prosperity of the past. Next to New York, he said, Boston has the finest rapid transit system of any city in the country. Men of vision and courage created it, he declared, and men of vision and courage are now wanted to solve the postwar problems of transportation.

He assured them of his whole-hearted support.

Major General Clarence H. Kells, director of the Port of Boston Authority, outlined the plans for development of the port.

"Plans are ready and we will soon begin to build a $5,000,000 ocean terminal at Hoosac Docks, Charlestown," he said.

"It will have berths for four modern ship, with a conveyor and grain elevator, so that the important grain shipments as well as general cargo may be rapidly and efficiently handled," he said.

"Our next step will be to replace with modern terminal facilities the aging berths at Mystic docks. We await action by the Legislature on our request for $1,300,000 to supplement the $4,700,000 made available for this project in 1941, but now inadequate because of increased costs of labor and materials," he added.

In explaining the committee's program, Mr. McCrosky, said:

"Provision is necessary for far more off-street parking space in downtown Boston, so that parking can be eliminated from many of the public streets, thus freeing additional lanes of travel for moving vehicles. Clearing and operating parking lots is not an especially attractive private business venture. It is usually done when there is an old building which operates at a loss and has to pay heavy taxes. To save part of the taxes the building is torn down and the land is used for parking until conditons are ripe for constructing a new building. Parking lots thus come into being during depressions and are very apt to disappear in prosperous times, when they are most needed.

Seen Common Sense

"The proposal we are supporting is a legislative bill authorizing the city of Boston to acquire suitable sites for off-street parking; to improve these as parking lots or when appropriate to build garages of simple construction; and then to lease the facilities on competitive bid to private operators, with stipulation by the city of maximum parking charges. It is a matter of common sense that additional major highway improvements will not avail us much in solving the traffic problem, unless we first have off-street parking facilities.

"The immediate program calls for a city investment of $5,000,000, which it is estimated, will be paid off over a term of years by the rentals received.

"As soon as it is enacted into law, it is our expectation that the city of Boston, acting through its Real Estate Commission, will proceed without delay to acquire several well-situated sites of appropriate size. In this way, a start can be made this spring.

"The construction of a twin or second tube to the Sumner Vehicular Tunnel, to relieve the intolerable congestion of tunnel traffic to and from East Boston, is necessary. The new tunnel would carry all the east-bound traffic, and the present tunnel would become solely a west-bound facility. Conditions have already become so bad in rush hours that people who have a plane to catch or other urgent business the other side of the harbor do not dare take a chance on getting delayed in the Sumner Tunnel.

Often Held Up

"Trucks making urgent deliveries are held up and are unable to maintain schedules. Immediate relief is an obvious necessity. Actually, it will take about four years to build another tunnel. The time to start is now. To do this job, it will be necessary to have legislation authorizing the State to construct the new tunnel. Engineering estimates indicate that the present 20-cent toll will be sufficient to pay debt service and all maintenance and operating costs. However, to secure the lowest possible interest rate, it is proposed that the faith and credit of the State be pledged in support of the bonds.

"It has been suggested that the tunnel be built by a special authority similar to the Triborough Bridge Authority in New York, that is, by an authority not supported by the faith and credit of the State. Although this proposal has much merit in principle, financial studies and traffic estimates for the tunnel indicate that it would not work out in practice. Without the backing of State credit, the bonds would have to carry an interest rate of 2½ per cent or 3 per cent. With the backing of the State's credit, an interest rate of about 1½ per cent will be obtainable. This difference in interest rate is what upsets the chances for a successful non-State supported authority. It may seem paradoxical, but it is true that if the State's credit is pledged, the tunnel will pay its way without actually having to call upon the State for funds.

Will Eliminate Mishap

"The construction of full highway connections with no lights between the tunnel p East Boston and the McCle way and Logan Internationa will speed up traffic and eli recurring tragedies of pede cidents in the congested streets of East Boston. Plan express connections are now of preparation and the c will be financed by the Com highway fund, which is der gasoline taxes. There will al stantial grant-in-aid by th government. No legislation is

"The construction of a full elevated central artery from C over the Charles River B through downtown Boston, tunnel portals, and on east then southwesterly as far a chusetts ave., with an exte surface grade from there to a Blue Hill ave. between Washin Seaver sts., was originally by the City Planning Board m 20 years ago. There have be rious times some alternate pro to precise location, but all authorities are in agreement general concept is sound. Th Boston development committe porting legislation to provide priation of funds for detailed the central artery. The Gene of 1947 would then be asked an appropriation from the fund for actual construction. eral government would also grant-in-aid.



A YEAR OF PROGRESS—Was observed last night at the Hotel Statler, where the Greater Boston Development Committee held its first annual banquet. Among those present, back row, left to right—Jay R. Benton, chairman; H. D. Hodgkinson, vice-chairman; Frederic C. Church, vice-chairman, and Fire Commissioner Russell S. Codman, Jr. Front row—Maj. Gen. Clarence H. Kells, Charles Francis Adams, and Theodore T. McCrosky.

SPEEDY ACTION URGED ON TRAFFIC PROGRAM

Immediate action on a $75,000,000 four-point highway traffic program designed by the Greater Boston Development Committee was urged last night at the committee's first annual banquet at Hotel Statler.

Theodore T. McCrosky, executive director of the group, said the program envisions the construction of off-street parking facilities costing $5,000,000 and capable of housing 3000 vehicles, a $15,000,000 second vehicular tunnel to East Boston, a $5,000,000 express highway connecting East Boston tunnel portals with McClellan highway and Logan Airport and a $50,000,000 express elevated central artery from Cambridge through downtown Boston to Massachusetts avenue.

Advocating action this year on the four points, McCrosky said that the program would relieve the worst of the congestion in the heart of Boston, reduce business costs, encourage an era of business and industrial prosperity and "do much to turn the tide in our competitive struggle with other less congested regions."

The East Boston tunnel project, he said, should be financed by the state instead of through a creation of a special authority. Engineering estimates indicate that the present 20 cent toll will be sufficient

(Continued on Page Three)

Traffic Plan Action Urged

(Continued from First Page)

to pay debt service and all maintenance and operating costs, he added.

"It may seem paradoxical, but it is true that if the state's credit is pledged, the tunnel will pay its way without actually having to call on the state for funds," he stated. "But if the state's credit is not pledged, then there will not be enough extra traffic to pay the extra interest and the tunnel can not be financed and will not be built."

Financing of the $50,000,000 central artery must be accomplished by highway funds derived from gasoline taxes and substantial Federal grants, he continued, as private financing for such an elevated highway on the basis of tolls is "not in the realm of the achievable."

ROUTE OF ARTERY

McCrosky said that the central artery would cross the Charles river dam and proceed through downtown Boston past the tunnel portals and then easterly and south westerly to Massachusetts avenue with an extension at surface grade from there to a point on Blue Hill avenue between Washington and Seaver streets. The artery would provide six elevated lanes for express traffic constructed over eight lane surface streets.

The off-street parking facilities, built by the city and leased to private operators, would be paid off over a term of years by rentals received, the executive director said, while the East Boston express highway would be financed by the state highway fund and Federal grants. He urges that none of the highways be restricted to passenger vehicles.

Pointing out that the tunnel project would take four years to complete, McCrosky stressed the necessity for starting now. He said that Boston already had waited too long to make needed betterments and is at some disadvantage in competing with other cities.

PORT FACILITIES

Brig.-Gen. Clarence H. Kells, making his first public address since assuming the directorship of the Port of Boston Authority, declared that inexpensive water transportation must be provided if New England manufacturers are to take advantage of the wide opportunities for sales.

"We can provide this transportation only with suitable facilities and by offering a sufficient quantity of export goods to make practicable regular sailings from the port," he said.

"Two jobs face us, building the port and selling the port. We must sell the advantages of the port first to our own New England manufacturers and then to those of the Mid-West. At the same time we must build new port facilities while taking the fullest advantage of those we have."

Jay R. Benton is chairman of the committee with Alden C. Brett, Frederic C. Church, H. D. Hodgkinson, William K. Jackson and Thomas A. Pappas as vice-chairmen. Other officials are Ralph Lowell, chairman of the finance committee, Charles Francis Adams, treasurer, and Daniel Bloomfield, secretary.

Development

Continued from the First Page

at the Hotel Statler, where the organization's program for off-street parking, a second Sumner tunnel, East Boston traffic connections and a central artery through Boston were explained in detail.

Commenting on the 1940 defeat of an off-street parking bill he had proposed, the Governor rapped the budget-balancing argument and asked, "Suppose they had tried to build the Washington-st. tunnel on a pay-as-you-go basis 40 years ago? It would never have been done."

He reminded his audience that "we also balance a highway budget with human lives and maimed and crippled bodies that inevitably result from failure to improve intersections because of what is called the 'cost.'"

Tobin Gives Full Support to Hub Development Plans

Gov. Tobin last night declared his fullest support for the Greater Boston Development Committe's four-point program and said that if his legislative opponents "who talk about balancing budgets had had their way, the Washington-st. tunnel could never have been built."

"We can't stop progress," he said before 400 persons at the committee's first annual dinner

See DEVELOPMENT Page 2

He commented that if his 1940 proposal, similar to that now urged by the committee and pending in the Legislature, had been passed, "we could have purchased the property then for 20 cents on the dollar."

$120,000 Lost Daily

The Washington-st. subway tunnel, he said, "has resulted in the fact that on one corner—Washington and Summer sts.—there is more retail business being done than in any other similar place in the world."

"Government is in business today, and it has to do its job," he said. "We're not in it for profits, but to render a service, a very necessary service."

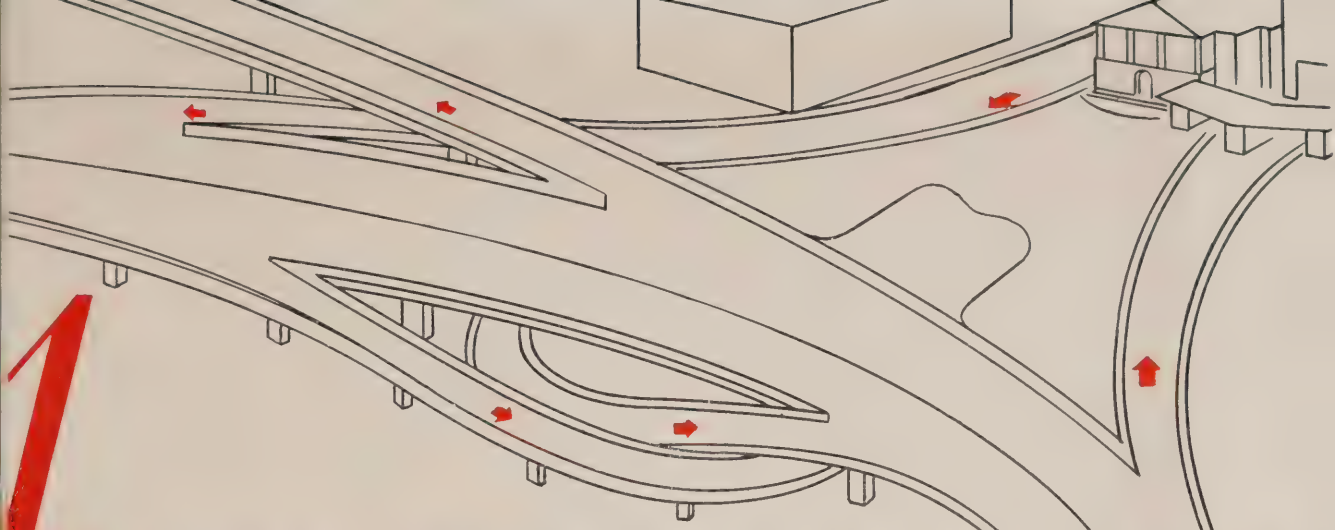
He said, "$120,000 is being lost every day in potential business because of delayed traffic going down Tremont and Washington sts."

Other speakers included Maj Gen Clarence H. Kells, retired, director of the new Port of Boston Authority, and Theodore T. McCrosky, executive director of the Greater Boston Development Committee.

Traffic Troubles Tobin

Gov. Tobin arrived belatedly—but not too late to make a speech—at last night's annual dinner of the Greater Boston Development Committee which is backing "a four-point traffic program."

"One reason," he said, "is that I waited for seven minutes—in a traffic jam."



1 POINT TRAFFIC PROGRAM

ction Now

- OFF STREET PARKING
- SECOND TUNNEL
- EAST BOSTON CONNECTIONS
- CENTRAL ARTERY

EATER BOSTON DEVELOPMENT COMMITTEE

ALL ROADS LEAD TO BOSTO



Let's Check Boston's Traffic Problems —

Boston is recognized as one of the worst traffic snarls in the country!

Nearly half of present street areas are blocked by parked cars!

Average speed in Boston is now 8.5 miles an hour; this speed *could* be tripled!

Traffic congestion in Boston, the economic hub of the Commonwealth, results in loss to the the airport and the business and industry of the entire state!

A 50 per cent increase in traffic is predicted during the coming 20 years, much of which will in the next 5 years!

Steps Toward A Solution

To remedy statewide traffic's greatest bottleneck, a four-point program is recommended Greater Boston Development Committee.

LL TRAFFIC JAMS UP IN BOSTON

Solving Traffic Congestion in Greater Boston Is the Joint Problem and Joint Responsibility of City and Commonwealth.

Metropolitan Boston is the fifth largest region in the United States. Within 30 miles of the State House live 70 per cent of the people of Massachusetts. All are mainly dependent on the continuing prosperity of Boston.

EATER BOSTON, *focal point of the Commonwealth has*:
- 73 per cent of the state's taxable property.
- 41 per cent of the state's motor vehicles.
- 36 per cent of the state's annual travel in vehicular miles.
- 11 per cent of the state's road mileage.

E CITY OF BOSTON, *largest in New England, has*:
- 74 per cent of the state's wholesale sales volume.
- 48 per cent of the state's manufacturing.
- 35 per cent of the state's retail wages.
- 96 per cent of the state's bank clearings.

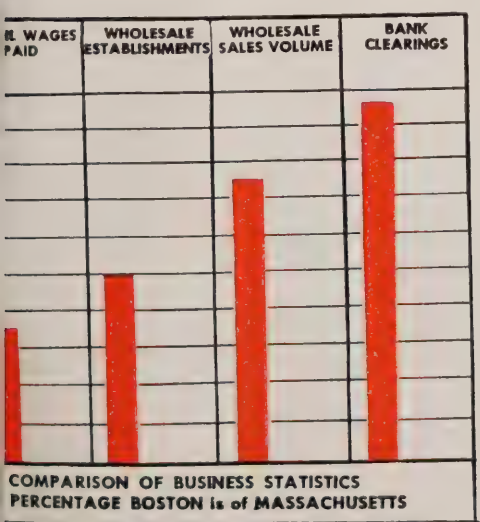
E PORT OF BOSTON, *principal port of Massachusetts*, serves the city and the Commonwealth equally. Traffic congestion now impedes the prosperity of the port and holds back its economic development.

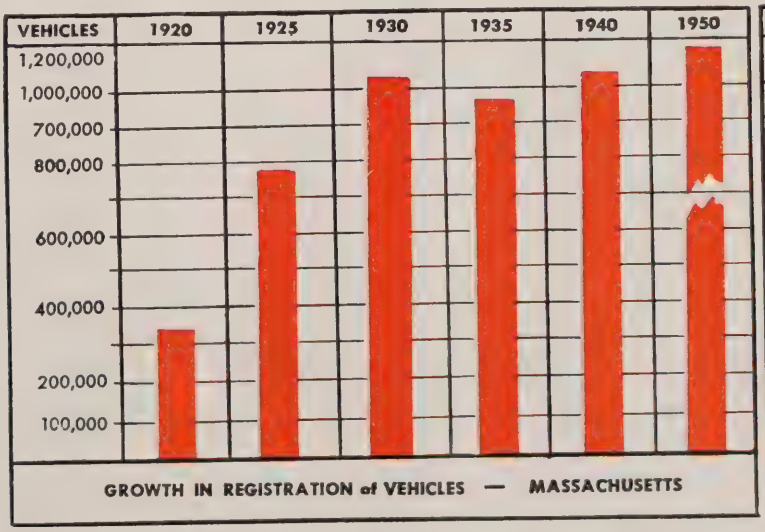
E LOGAN INTERNATIONAL AIRPORT, providing both transcontinental and overseas transport, serves not only the city of Boston but business interests of the entire state.

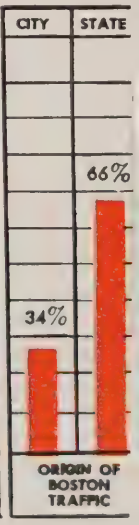
E COMMONWEALTH OF MASSACHUSETTS, with Federal-Aid money, has built up a system of highways which provide *access to the edge of the* larger communities of the state. Federal-Aid funds are now available for express highways to and through downtown centers. This will result in accrued values to business, industry and shopping activity.

Massachusetts has not built highways *through the large communities* where the need for fluid traffic movement is greatest. The result has been increased congestion.

Over a fifteen year period, in the Metropolitan District, exclusive of Boston, the state has spent one dollar for each five dollars of local tax money used for highways. In the City of Boston, the state has spent only one dollar for each 20 dollars of local tax money used for highways.







THROUGH THE YEARS —

BOSTON HAS THE TRADITION OF RESOURCEFULNES

IN SOLVING ITS PROBLEM

1803-1894	The largest area of reclaimed city land
1848	The Cochituate water supply completed
1883	The first public playground in Boston
1893	The first metropolitan park system
1894	The first parkways in America
1898	The first subway in America

PROBLEM IN PROCESS OF SOLUTION

PORT OF BOSTON AUTHORITY created by the legislatu with appropriation of $15,000,000 for construction. This v achieved through the efforts of the Greater Boston Devel ment Committee and the Massachusetts Committee for P Development.

BUT We still must solve the Traffic Problem

Boston rose out of the mire of tidal waters

Now we must raise Boston tr from the mire of congestio





4 POINT PROGRAM

1 Off-Street Parking

Boston must provide a series of off-street parking facilities conveniently located in the downtown section, plus strict enforcement of street parking regulations.

2 Second Vehicular Tunnel

A second tube must be provided to East Boston to accommodate airport and northbound traffic which will so increase in volume in the next five years that a complete paralysis of surface traffic will be unavoidable without it.

3 The Central Artery

(Via Charles River Dam, Merrimac, Cross, Purchase and Albany Streets to Massachusetts Avenue.) This high-speed thoroughfare designed to serve all of downtown Boston and to connect north-south through routes is the backbone of the solution to Boston's traffic problem.

4 East Boston Connections

Highway connections with the Logan Airport and the McClellan Highway in East Boston must be constructed to make the tunnel function efficiently.

V DO WE PAY FOR THE PROGRAM?

1 Off-Street Parking Facilities for 3000 Vehicles . . . . $5,000,000.

A self-liquidating enterprise, using funds to be borrowed by the City and repaid by renting the parking facilities to private enterprise for operation, as done in many other cities.

2 Second Vehicular Tunnel . . . . . $15,000,000.

A self-liquidating project, financed by a state bond issue to be paid off by tolls. Highway Fund to be pledged so as to obtain lowest possible interest rate on the bonds.

3 Airport and McClellan Highway Connections from Tunnel Portals in East Boston . . . . . $5,000,000.

To be financed from the Highway Fund (state gasoline tax revenue) with matching Federal grants-in-aid.

4 Central Artery . . . . . $50,000,000.

To be financed in part from the Highway Fund with matching Federal grants-in-aid, and in smaller part by sale of city bonds.

TOTAL COST OF FOUR POINT PROGRAM **$75,000,000.**

Action

PARKING SPACES NEEDED

A.	Retail District	2450
B.	Financial District	1700
C.	Market District	1000
D.	Gov't. District	550
E.	Shoe & Clothing District	350
F.	Electrical & Wool District	650
		6700



OFF-STREET PARKING

POINT 1 IN A 4 POINT PROGRAM

ILLEGALLY PARKED CARS close from one-third to three-quarters of the travelling lan downtown Boston's streets.

STREETS EXIST FOR MOVEMENT of traffic, not for parking of vehicles. Boston's dow streets serve merchants and businessmen better when maintained unobstructed for the mov of vehicles.

THE ANTIQUATED LAYOUT of the street system, with its close network of narrow cr ways and frequent intersections, necessarily impedes the freedom of traffic movement, even the best of conditions.

THE FIRST STEP in breaking Boston's traffic congestion is to increase parking facilities, espe adjacent to major arteries of travel, so that curb parking can be eliminated.

DOWNTOWN BOSTON NEEDS 6700 off-street parking accommodations (see map abo general pattern). Immediate provision of 3000 spaces distributed in five or six separate loc might include a garage under Boston Common.

PROPOSED OFF-STREET PARKING LEGISLATION

House Number 212 provides authorization to the City of Boston: To acquire sites for off parking and improve them either as parking lots or by construction of garages.

Amendments to this bill, carrying the weight of agreed public and private opinion, provide for operation of all off-street parking facilities, by lease to the highest bidder, with maximum p fees to be fixed by the City.

Several bills relate to the proposed garage under the Boston Common. The Greater Boston D ment Committee considers that such a garage should be of medium size — such as 500 car ca — and that it should be financed by private capital without the pledge of state or city credit

ON CAN DO WHAT OTHER CITIES HAVE DONE!

AL ACTION

GO:

ake Front public parking lot.

apacity, 3500 cars.

arking fee, 25 cents.

nnual cost of operation, $41,000.

ross income, $247,000.

Courtesy: Chicago Park District



ENTERPRISE

DELPHIA:

irard Center, a combined garage and retail store building.

apacity, 625 cars.

rofitable operation.

Courtesy: Automotive Safety Foundation



ROUND PARKING

RANCISCO:

nion Square, four story underground garage.

apacity, 1700 cars.

arking fee, 35 cents (first two hours), 75 cents (all day).

uilt by City, and leased to private company.

rofitable operation. Investment is being paid off.

Courtesy: Automotive Safety Foundation



DISTRICTS

AS CITY:

ix parking lots, totalling 645 car capacity.

inanced 80 percent by special assessment on "benefit dis-icts" and 20 percent by the City.

arking is free.

ime limit, three hours.

ity pays operating costs.

Courtesy: Automotive Safety Foundation



IATIVE ACTION

AND:

ix parking lots, totalling 808 car capacity.

inanced by a group of 150 retail and business properties, hich lease the lots.

Free daytime parking for store customers with validated ickets.

mall charges for night-parking pay two-thirds of operating xpense.

Courtesy: Automotive Safety Foundation



A SECOND TRAFFIC TUNNEL

POINT 2 IN THE 4 POINT PROGRAM . .

A Second East Boston Tunnel Must Be Built Without Delay

To take care of increasing traffic:

Maximum Efficient Discharge without congestion:	22,000 cars in one da
Actual Peak Tunnel Traffic:	30,000 cars in one da
Estimated Peak Traffic, 1950	37,000* cars in one da
Estimated Ultimate Peak Traffic (1965)	45,000 cars in one da

* cannot be handled in Sumner Tunnel

Design Capacity of Sumner Tunnel	5,800,000 cars per yea
Actual Traffic, 1945	7,223,762 cars per yea
Estimated Traffic, 1950	9,000,000 cars per yea
Estimated Ultimate Traffic (1965)	11,000,000 cars per yea

To handle traffic to and from Logan Airport:

Estimated airport traffic, 1965 — 2,750,000 cars per yea

Running time to Airport would be 7 minutes.

At present, people miss their planes if they use the tunnel in rush hours; many do not dare take chance. An overburdened tunnel cannot serve the people well.

To relieve congestion at Haymarket Square, Scollay Square, Dock Square and Cross Street in Boston:

With twin tunnels in operation, and express connections to the Central Artery, over 50 per ce of the tunnel traffic will no longer traverse Boston's downtown streets.

To handle the long haul business and industrial traffic to and from northeastern Massachusetts:

Boston is the focal point for the entire state. Seventy-two per cent of vehicles using Sumner Tunn are registered outside the City of Boston.

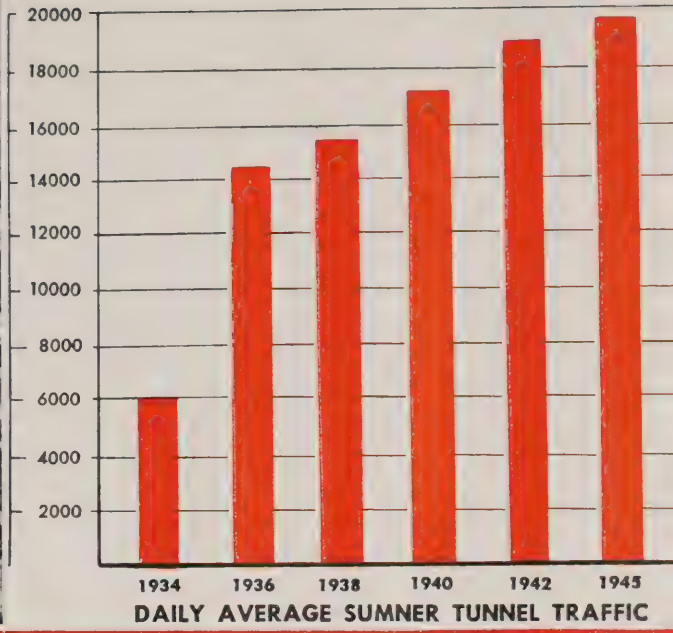
The second tunnel will solve the Boston-East Boston traffic problem for all time. A bridge to East Bost would cost over twice as much as a second tunnel. A bridge would not attract enough traffic to self-supporting. The second tunnel will pay for itself in 45 years with the present 20 cent toll.

Action IS NEEDED NOW

THE SECOND TUNNEL WILL TAKE

4 YEARS TO BUILD . .





OPOSED TUNNEL LEGISLATION

House Bill No. 98 provides for

1. Construction of additional two lane vehicular tunnel parallel to the Sumner Tunnel.

2. Locating tunnel so that it will conform to an adequate system of approach highways. Specially designed tunnel approaches from local downtown streets as well as ramp connections to the central artery are to be a part of the central artery project. These connections will speed the flow of traffic now hopelessly tangled in peak hours.

3. Financing by state bond issue to be paid off by tolls, with the backing of the Commonwealth Highway Fund.

Traffic flow advantages to be realized from second tunnel.

1. One way traffic in each tube will do much to eliminate congestion at the tunnel entrances since there will be no cross traffic.

2. The addition of a second tunnel should more than double the capacity of the Sumner Tunnel because of improved entrance and exit plazas.



THE CENTRAL ARTERY

POINT 3 IN THE 4 POINT PROGRAM

What the Central Artery Is

A 6-lane elevated express highway from Cambridge over the Charles River Dam passing cl to North Station and adjacent to the Sumner Tunnel Plaza; thence through the market distri thence skirting the financial district and proceeding south past South Station; and thence alo the line of Albany Street to Massachusetts Avenue, where it will come to grade, and continue on t surface to a point on Blue Hill Avenue between Washington and Seaver Streets.

Ramps will be provided at strategic points, and express connections to serve the twin tunn to East Boston.

Below the elevated highway will be a new 8-lane surface street from Charles River Dam a point near Massachusetts Avenue.

Why the Central Artery Is Needed

To carry a daily traffic of 60,000 vehicles in and out of Boston. Two-thirds of this traffi registered outside the City of Boston.

To provide for an estimated 7,500 vehicles per day of through traffic having its origin destination outside of the Greater Boston Area.

To relieve narrow surface streets in the congested district. The new 8-lane surface stree expected to carry 30,000 vehicles per day.

To speed up truck traffic and thus reduce the cost of doing business.

To break the worst traffic bottleneck in New England.

ɔsed Central Artery Legislation

Appendix A to House Number 1612 — AN ACT AUTHORIZING THE PREPARATION OF PLANS FOR THE BOSTON CENTRAL ARTERY.

This bill authorizes expenditure of $2,000,000 from the Commonwealth Highway Fund for preparation of plans for the Central Artery, as located and described on page 12. It is possible that an appropriation of a lesser amount, such as $1,000,000, may be sufficient for the first year, with the balance of the cost of plans to be made available by the next General Court.

ɛrvation of Atlantic Avenue

In 1941, the elevated tracks on Atlantic Avenue were torn down. This created a badly needed wide service street for the docks, warehouses and market structures that line its sides. Atlantic Avenue now carries 32,000 vehicles per day — 30 per cent more than before the elevated was removed.

It has at times been proposed that the elevated central artery should be constructed on Atlantic Avenue. This would mean erecting a wider and heavier structure than the old elevated. The effect would be to cripple Atlantic Avenue worse than before and prevent it from carrying its necessary traffic load. This proposal is a step backward. Forward steps are needed.

It has also been suggested that an elevated *toll* highway be built along Commercial Street and Atlantic Avenue, from North Station to South Station, as a substitute for the Central Artery. There is no example of a toll highway in the downtown district of any city. It would appear that there are so many alternate routes available that too few vehicles would pay toll to ride on such a structure. However, a thorough economic study of this proposal is being made, so that the people of Massachusetts may have assurance that no sound alternate to the Central Artery has been overlooked.

The Central Artery will take a year to plan in detail, and up to six years to build. It is time to get started.

'LANTIC AVE. BEFORE) *Boston Record-American* *(ATLANTIC AVE. AFTER)*





EAST BOSTON CONNECTIONS

POINT 4 IN THE 4 POINT PROGRAM

Express Highway Connections from Tunnel Portal in East Boston McClellan Highway and Logan International Airport.

These essential links are required:

To produce maximum efficiency from the investments in the Central Artery, the S Tunnel, the Logan Airport and the Port of Boston, by eliminating East Boston congestion.

To eliminate street intersections and traffic lights for the heavy streams of truc passenger traffic passing through the tunnel, to and from the McClellan Highway Route C-1.

To provide an adequate express connection between the tunnel and the Logan Ai for the rapidly increasing airport traffic (see diagram below).

To cut down traffic fatalities in East Boston's highly congested residential area.

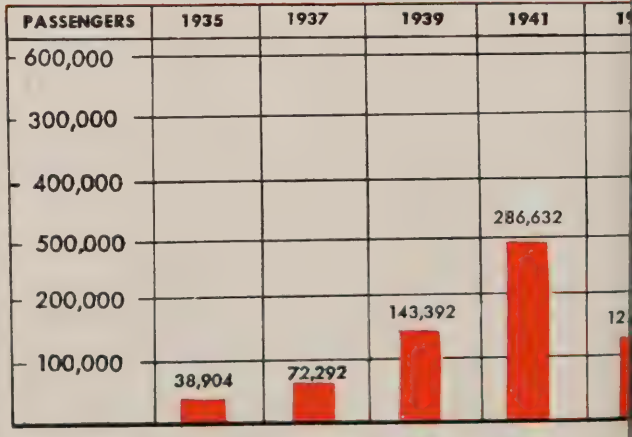
Procedure for Construction

No legislation is required.

Construction will be financed from the Commonwealth Highway Fund.

The Department of Public Works has been instructed to prepare detailed plans.





GROWTH OF AIR PASSENGER TRAVEL

no little plans.
have no magic
r men's blood."

—DANIEL BURNHAM

GREATER BOSTON
MUST COMPETE
WITH

Acknowledgments:

Boston City Planning Board
ssachusetts State Planning Board
chusetts Postwar Highway Commission

eater Boston Development Committee
o acknowledge the co-operation of the
med agencies.

NEW YORK
Modern express highway design
Courtesy — New York City Department of Parks



CHICAGO
Outer Drive
Courtesy — Chicago Park District



LOS ANGELES
Cahuenga Pass Freeways
Courtesy — American Transit Association



PITTSBURGH
Waterfront Express highway
Courtesy — American Transit Association



DETROIT
Express highway
Courtesy — American Transit Association





Act Now

OFF STREET PARKING

SECOND TUNNE

EAST BOSTON CONNECTIONS

CENTRAL ARTE

"It takes more than a good idea to make a great public
provement. The fact is that such things happen when there
leaders available, ready, and eager to take advantage of
logic of events . . . Timing is everything . . . Six months de
may be fatal.'

ROBERT MOSE
Commissioner of
City of New Y

FIVE SEVENTY LEXINGTON AVENUE
NEW YORK 22, N.Y.

OWEN D. YOUNG

May 14, 1946

Mr. Jay R. Benton
160 Congress Street
Boston, Mass.

Dear Jay:

I have already undertaken to attend the Commencement of St. Lawrence University on June 22 and 23 so that I will be unable to join the members of the 50th year class of the Law School at Swampscott on the evening of the twenty-second.

I shall hope to see you all, however, at the University Commencement.

Sincerely yours,

Owen D. Young



MARINE CORPS AIR STATION
EL TORO, CALIFORNIA

May 13, 1946

Dear Mom and Dad,

Hope you had a nice day, Mom. I noticed quite a few carnations out here yesterday. By the way, I hope my little note got to you all right. I let Grandmother know I was thinking about her, too. I did a great deal of window shopping yesterday and I am priming myself for my new uniform. Clothing out here is the tops in styles and I saw a lot of things that I'd like.

Yours very truly for you

I'll be on my way east in a month or so. I'll certainly be a happy lad when I take my last trip east. I won't come back out here unless I play football or something.

The other day the major and I were playing ball and the Colonel grabbed us for not being busy during working hours. We don't play any more. He has some good stuff. A fast one that smokes and a curve that goes for a mile when you hit them. I feel good. Shook off my sore throat and my hand looks O.K. This is all the latest news for this writing.

Love,

O.T.

CHAMBER OF COMMERCE OF THE UNITED STATES

WASHINGTON

WILLIAM K. JACKSON
PRESIDENT

May 14, 1946

Mr. Jay R. Benton
Greater Boston Development
Committee, Incorporated
80 Federal Street
Boston 10, Massachusetts

Dear Jay:

No matter how many letters I may receive from others I especially appreciate your letter of congratulations. It has been a great pleasure to work with you on the Greater Boston Development Committee. Under your leadership I know it will continue to perform a great civic service in Boston.

There is a great job to be done by the businessmen of this country in arousing a greater interest and understanding of the many problems confronting us. If enough of us work at it earnestly enough I believe that we can do some considerable good.

Sincerely,

Wm. K. Jackson

President



R E U N I O N

RED CROSS "V.S.S. OFFICERS" (WAR YEARS)

PICNIC AND FIELD DAY
AT BETTY DUMAINE'S -- GROTON

TUESDAY, MAY 14 - 12 O'CLOCK (NOON)
rain or shine

Come early - wear old clothes & shoes

Bring box lunch (and sugar)
Liquids and Dessert provided

If you have car, please help bring others.
Route 2 to Littleton, 119 to Groton.
Through town to triangle, bear left. Allow
1¼ hours from Boston.

R.S.V.P. H. A. Robinson, 6 Chestnut Street
Boston

PI ETA ASSOCIATES.

Boston, May 7, 1946.

This is to notify you that there will be a meeting of the ASSOCIATES at twelve o'clock on Tuesday, June 14, 1946 at the Pi Eta Club in Cambridge.

I am calling this meeting at the request of Jay H. Benton, who has arranged for Clark Hasenbar to be at the Club, and the Associates are to consider the work to be done on the clubhouse.

Jay is especially anxious to have all the Associates there and I would appreciate it if you would telephone me at LAFayette 3400 before the end of the week.

Sturtevant Burr
Clerk.

AMERICAN AIRLINES INC.

May 14, 1946

Dear Jay:

Just a note to tell you how sorry I was that I could not attend the annual meeting of the Boston Development Committee. I had planned to do so, but some old friends of our family came into town and we had to take them to dinner.

I would like you to know that anything that I can do and that American can do to help the Committee we want to do.

Sincerely,

W. Nelson Bump

Mr. Jay R. Benton
160 Congress Street
Boston, Massachusetts

BOOTH *Founder*
L. CARPENTER
General

Founded in 1865

The Salvation Army

INCORPORATED

PUBLIC RELATIONS DEPARTMENT
41 PEARL STREET, BOSTON 10, MASSACHUSETTS
Telephone Liberty 6937

COMMISSIONER ERNEST I. PUGM
Territorial Comm
COLONEL RICHARD F. STRETT
Provincial Comm

ENVOY W. A. NICOL
Public Relations Se

May 7, 1946

Hon. Jay R. Benton
160 Congress Street
Boston, Mass.

Dear Mr. Benton:

The Annual Meeting of the Greater Boston Advisory Board will be held on -

TUESDAY, May 14, 1946
at the
PARKER HOUSE
Room Number Posted on Board
AT 12:20 P. M.

Election of officers will take place at this meeting and important matters will be discussed and acted upon.

You will, I know, make a very special effort to be present. The enclosed postal card should be signed and returned promptly.

Sincerely yours,

W. A. Nicol
Secretary
Greater Boston Advisory Board

WAN:B
Enc.

May 7, 1946

AREA COUNCIL #1

LAY AND PROFESSIONAL MEMBERS

to be held in the

JOHN HANCOCK ROOM OF THE HOTEL STATLER

TUESDAY, MAY 14, 1946 at 12:30 p.m.

We expect this to be an important meeting and urge you to please make every effort to attend. Mr. Thomas Craighead, who is now the Regional Director of this section which includes Area Council #1, is coming from New York to be present at this meeting to explain his services and I hope that he will tell us from his vast experiences in visits to Boys' Club group in other sections of the country, about greater unity in Area Council Programs. According to the plans this new set-up is a more direct and personal service that Boys' Clubs of America, Inc. have yet been able to furnish and we should all be present to hear Mr. Craighead and be prepared to talk things over with him.

Also at this meeting we will have the induction of new officers and we should all be present to greet them. Will you PLEASE fill out the enclosed postal card and mail it IMMEDIATELY informing us of your intentions regarding this meeting. It is extremely important that we hear from you very soon in order to make reservations and to let the Hotel know in advance how many will be present.

Cordially yours,

W. Douglas Halsted

W. Douglas Halsted
Secretary, Area Council #1

a

Tuesday, May 14, 1946

Again it was 7.30 when I started the day. An hour later down for breakfast — orange juice - wheat germ - Fried eggs + Bacon. Toast — Butter — Iced Coffee. Frances drove me down to the Square. Once again the Subway and to the office - the pile of mail - Over Briefly to Boston Headquarters - then at the office and a long conference with Jane, Wright, Johnstone, Milne, Keene, Benjamin re new rate Books. Left at 11.35 Subway - to Harvard Square - to the Phi Eta Club House. Survey by the Phi Eta Associates as to structural repair work that needs to be done with Clark Macomber giving expert advice - there about two hours. Rode Back to Kendall Square in Jenny Nichols car along with a

Mild Spell Will Continue

New England weather can be quite inhospitable in the springtime, but every once in a while it relents and gives us a beautiful day. Such a day was yesterday, with its brilliant, blue sky, warm sunshine and balmy breezes. Here at Boston the mercury climbed to 70 degrees.

Today promises to be much the same kind of a day, with temperatures again climbing to near the 70-degree mark. True there will be a little more high cloudiness than there was yesterday, nevertheless it will be another fine day for all outdoor activity. For those whom spring fever has touched it will be an excellent day to lie and absorb the warm sunshine.

For the next few days every indication is for a continuation of the present mild spell. However, cloudiness will overspread this region tonight, followed by occasional light showers on Wednesday. Winds today will become southerly and increase to about 13-18 miles per hour by afternoon.

May on Best Behavior

The clouds, fog and drizzle of the sabbath day had disappeared shortly after the Sun rose yesterday. From then on there developed a lovely day—without doubt the finest of this Spring to date.

Features included clear blue sky, moderate breezes, north-northwest to northwest, very dry atmosphere with humidity percentage as low as 22, visibility limited only by the horizon and temperature ranging between 54 and 72 degrees, which is well above average for the day.

A strong flow of dry air was coming in from a dry pressure front at the west and had become the dominant factor on the weather map. It had deflected the low pressure disturbance, which had given Boston the rain and fog of Sunday, northeastward, so that last evening it was central over the Magdalen Islands in the Gulf of St. Lawrence. In the northern part of New England this ouster was marked by stronger winds, Portland, Me., reporting 32-mile velocity, which is the lower limit of moderate gale.

As yesterday's sunset approached, the breeze was barely perceptible, The slanting rays of the Sun shimmered with weird effect, through the new foliage of shade trees along the avenue. High in the east the pale Moon, which will be at full stage tomorrow, leered at the descending Sun.

There were the daintiest of alto-cirrus clouds along the western horizon. One of them, shaped like an arrow, pointed directly at the Man in the Moon, as the Sun bathed them all in gold and ducked below the horizon, bidding everybody good-night. C. H. B.

May 14, 1946.

Stuffed Trout & Burr - To Washington St and Talking with Mrs Stevenson Then to Rosebbs for lunch - Had a filet of Sole. Tartar Sauce. Delmonico Potatoes. Spinach - Roll - Butter - Iced Coffee. Strawberry Ice Cream - Back to the office - Work - Over to the Vaults to put in the Utah Bonds - Worked to 4.15. Then in Frank Klayda's car with Tee Jay - to the Greenhouses in East Watertown - then home. On the front porch - Frances, Mrs. George H. Wrenn Jr. and Mrs Stanley Whipple - 3 Boston Red Cross girls Back from a Field Day and Picnic at Miss Betty Dumaine's in Groton - Read papers and rested until Dinner time. Chicken Noodle Soup. Lamb Chop. Baked Potato. Spinach with Sliced Egg. Hot Rolls and Butter - Milk. Sliced Pineapple and Strawberries - Upstairs at 7.25 +

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

May 10, 1946.

Mr. Jay R. Benton, President,
Boston Mutual Life Insurance Company,
160 Congress Street,
Boston, Massachusetts.

Dear Sir:

The regular monthly meeting of the Board of Directors of the Boston Mutual Life Insurance Company will be held at the office of the Company, 160 Congress Street, Boston, on

Wednesday, May 15, 1946 at 1:45 P. M.

Very truly yours,

Everett H. Lane

Secretary.

EHL/g

BOSTON MUTUAL LIFE INSURANCE COMPANY

DIRECTORS' MEETING - WEDNESDAY, MAY 15, 1946 - 1:45 P.M.

O R D E R O F B U S I N E S S

General:

1. Reading of the records of the last Directors' meeting held April 17th.

2. Reading of the records of the last meeting of the Finance Committee held on April 17th and ratification of actions taken by the Committee.

3. Ratification of Ad Interim security transactions:

Purchase:

$200,000 Shell Union Oil Corp. (Debenture) 2½s due 4/1/71 @ 99
Approved by Finance Committee April 25, 1946
Purchased as follows:

4/29/46 50M from Lee Higginson Corp.
4/30/46 50M from Paine, Webber, Jackson & Curtis
5/1/46 50M from Blyth & Co., Inc.
5/2/46 50M from Kidder, Peabody & Co.

Purchase:

$200,000 Utah Power & Light Co. (1st Mtge.) 2 3/4s due 5/1/76 @ par
Approved by Finance Committee May 8, 1946
Purchased as follows:

5/10/46 50M from White, Weld & Co.
5/13/46 50M from Paine, Webber, Jackson & Curtis
5/13/46 50M from Goldman, Sachs & Co.
5/14/46 50M from Tucker, Anthony & Co.

Sale:

$100,000 Canadian National Ry. Co. (Guaranteed) 5s due 10/1/69 @ 115 7/8. Purchased as follows:

25M 6/5/39 from Saben & Co., Inc. @ 120¼
25M 6/5/39 from Saben & Co., Inc. @ 120 1/8
50M 10/20/42 from First Boston Corp. @ 112
Sold 4/29/46 to First Boston Corp.
Actual Profit on Sale $6,338.58
Sale approved by Finance Committee April 26, 1946

Sale:

$150,000 Province of Quebec (Debenture) 2s due 3/1/50 @ 1
Purchased in March 1945 as follows:
102M @ par from following houses:
(25M A. E. Ames & Co.
25M First Boston Corp.
5M Coffin & Burr, Inc.
5M Lee Higginson Corp.
30M Wood, Gundy & Co.
10M Dominion Securities Corp.
2M Tucker, Anthony & Co.)
48M @ 100 5/8 from Salomon Bros. & Hutzle
Sold 5/10/46 to Salomon Bros. & Hutzler
Actual Profit on Sale $1,065.36
Approved by Finance Committee May 8, 1946

Purchase:

$3,300,000 U. S. Treasury Bond 2¼s due 6/15/62-59 @ 103
Purchased 4/22/46 from Blair & Co.
Approved by Finance Committee 4/17/46

Sale:

$3,150,000 U. S. Treasury Bond 2¼s due 9/15/59-56 @ 106 9/32
Purchased as follows:

1500M in January 1944 @ par from
(State Street Trust Co. 1200M and
300M from Middlesex County National Bank)
1500M in July 1945 @ 104 9/32 from C. F. Childs & Co.
150M in Mar. 1946 @ 107 2/32 from C. J. Devine & Co.

Sold 4/22/46 to Blair & Co.
Actual Profit on Sale $124,730.63
Sale approved by Finance Committee 4/17/46

Sale:

$ 8,000 United Biscuit Co. of America (Debenture) 2 3/4s due 4/1/66 @ 102 5/8
Purchased in April 1946 @ 102 as follows:

3M from Paine, Webber, Jackson & Curtis
5M from Kidder, Peabody & Co.

Sold 4/25/46 to Blyth & Co., Inc.
Actual Profit on Sale $50.
Sale approvedby Finance Committee 4/17/46

Called Bond:

$1,000 The American Tobacco Co. (Debenture) 3s due 10/15/69
Called, as of 10/15/45, @ 103
Deposited for collection 4/25/46
Purchased in Nov., 1944 @ 99 7/8, Coffin & Burr, Inc.
Actual Profit on Call $31.22

No report today from Superintendent of Agencies, Edmund M. Wright, as he is attending annual meeting of the Life Insurance Agency Management Association in New York City.

Report of the Chairman of the Real Estate Committee, Judge Leo H. Leary.

LOCAL REAL ESTATE INVESTMENTS:

Vote necessary to ratify action by Finance Committee

Mortgage application:

6. Applicant: Frederick E. Rockett Property: 6 Evans Road., Saugus

Finance Committee voted to grant mortgage of $3,500 for 5 year
per annum, payable monthly - $25 monthly on principal - 1/12 taxes

Single family frame house
7500 square feet of land
Appraisal: $5,500

To be confirmed with privilege o
principal payments not exceeding
monthly.

Action by the Board necessary

Mortgage applications:

7. Applicant: Robert E. Sullivan Property: 64 Oriole St., West Roxbury

Will Company grant mortgage of $6,500 for 5 years @ 4% per annum payable monthly - $17 monthly on principal - 1/12 taxes monthly.

Single family frame house
12,000 square feet of land
Appraisal: $14,800

8. Applicant: Mark Meyer Property: 1759 North Shore Rd., Revere

Will Company grant mortgage of $4,500 for 5 years @ 4% per annum payable monthly - $30 monthly on principal - 1/12 taxes monthly.

Two family frame house
5236 square feet of land
Appraisal: $7,000

9. Applicant: Carl Upton Property: 592 Main St., Brockton

Will Company grant mortgage of $2,000 for 3 years @ 4% per annum payable monthly - 1/12 taxes monthly.

Four family frame house
6400 square feet of land
Appraisal: $7,000

Sale:

10. 65 Clifford Street, Roxbury (R.E. owned) Two family house

Will Company sell for $4,500 Cash: $500 Mortgage: $4,000 for 5 years @ 5% per annum, payable monthly - $20 monthly on principal - 1/12 taxes monthly.

Original Loan (1945): $4,000 Foreclosed: October 31, 1945
Book Value: $4,018.38 Rents: $55 Taxes: $233.75
Experience Since Acquisition: Loss, $117.61 Gain in Book Value, $481.62
Purchaser: E. Z. Roundtree

11. The matter of the Company Printing Plant at 145 High Street, Boston.

12. Monthly Budget report.

Straw Hat Day



Wednesday, May 15, 1946

It has been raining hard most of the night. I woke up at 4 and read from then on. Down to breakfast at 8.20. Orange juice - oatmeal - cream - Scrambled Eggs and sausages. Hot Roll and Butter - Iced Coffee - To the Square with Frances. The rubbers and umbrella - Office - the mail - the work. Holger Solmsen, President of the Institute of Life Insurance came in on a Courtesy call. Out to lunch at 12.30 with Everett Lane. To Steuben's on Boylston St - Had Consomme Breaded Veal Chop. Mashed Potato - String Beans - Roll Butter - Hot Coffee No dessert. Back to the office. 1.45 Directors' Meeting. Mike Kelleher attends his first meeting. Finance Committee

Straw Hat Season Here With Plenty of Synthetic Skimmers

There are ceilings on virtually everything and tomorrow is the day to put on another lid.

Straw skimmers will be acceptable for wear with the beginning of the "season" May 15 and Boston stores report that at least the men won't have to fight over them. There are plenty on hand.

So far as styles go the Panama hats will feature mesh and open weaves. Also, most of the sailor straws will be made of synthetic braids and Mexican straw—direct from the Mexican League.

Mesh—open weaves—braids—.

NEW ENGLAND TO GET SHOWERS TODAY

Showers will move in on New England from the South early this morning, bringing gentle rain to the section in the wake of fair weather. The weather bureau reported that the showers would become general over the entire section today. By Thursday it is expected there will be a return of fair and warm weather.

Rain Clouds Gather

Temperature in Boston yesterday was in the same range as on Monday, with an average for the day seven degrees above normal. It was warm generally all over New England, even as far north as Presque Isle, Me., where the maximum was 72, just as it was here.

Alto and cirrus clouds had gathered before dawn. At no time until after noon were they of sufficient density to hide the Sun. A pronounced halo, very bright, encircled the orb during more than three hours.

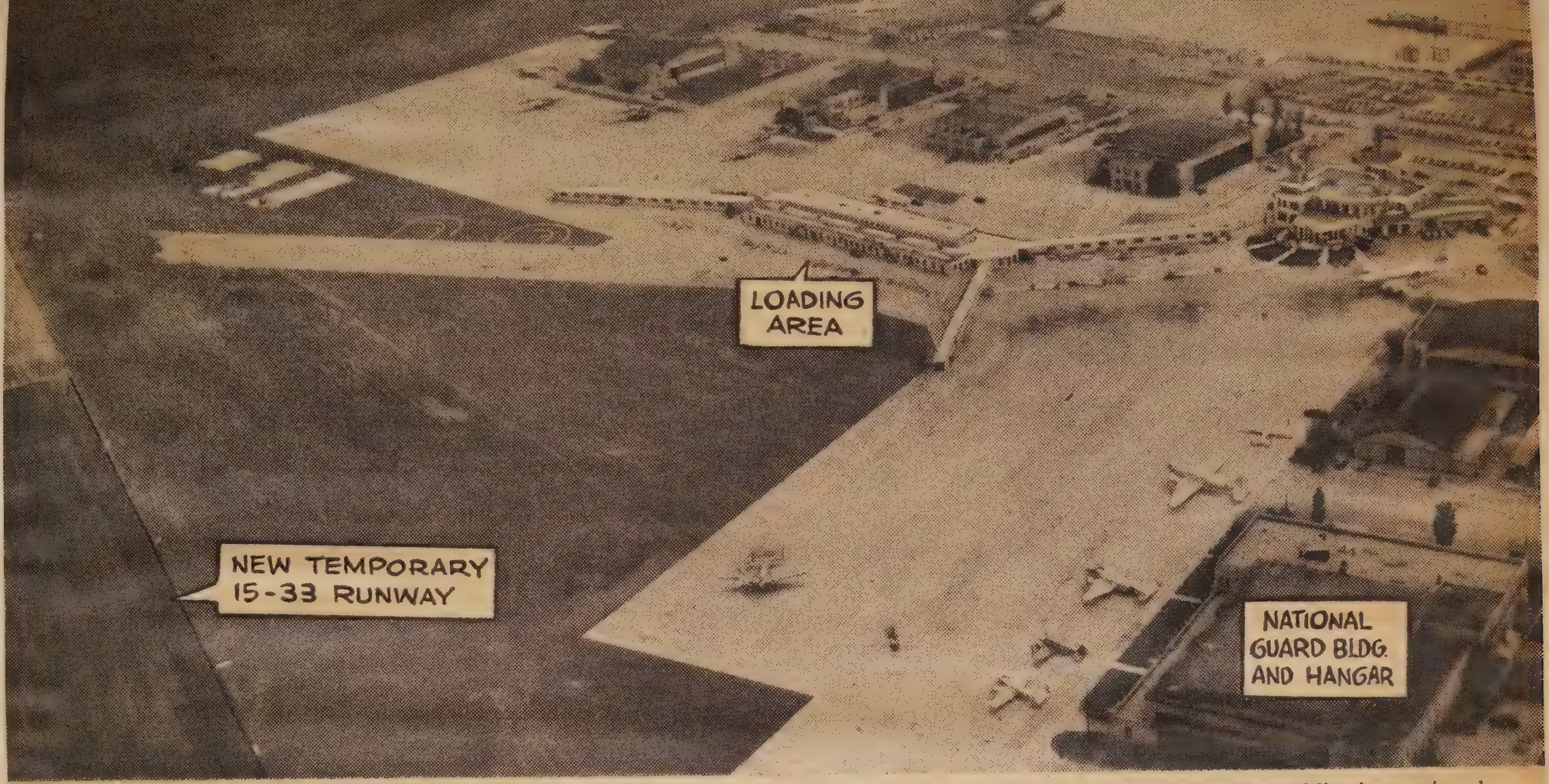
Winds, very light and variable, became steady and of increasing volume, from south-southwest, reaching velocity of 22 miles an hour by mid-afternoon. There was increasing humidity in the atmosphere and signs were pointing to rain in the offing as heavier clouds hid the Sun.

The marked high pressure front which had dominated the weather map, had moved out over the Atlantic and was central 250 miles east of Halifax, with barometer reading as high as 30.50 inches last evening. Following in was a broad band of cloudiness extending from Florida to the edge of New England. This had produced numerous light showers and some thunder storms as it progressed. From this disturbance rain was expected early today as it had reach New York City and Albany by 8 p. m.

It is of interest to note that the mercury reached 79 degrees in Boston one year ago today—highest in that cold month of May.

May 15, 1946. C. H. B.

Meeting. Over at 4. Left at 4.30 to Belmont with Mrs Moody and Ted Leary — a stop at Griffins - Frances had been to the movies. libation - Rested until dinner time — Hamburger Patties - French fried Onions - Mashed Potato. Gravy. Beefsteak sauce. Tomato + lettuce salad - Milk - Roll. Butter - a little round apple Pie - Edam Cheese. Upstairs at 7.15 - Tossed and turned during the night for no reason at all.



AIR VIEW of the new temporary terminal building at Logan Airport taken by Paul Maguire of the Globe staff from a Northeast Airlines' executive plane. Transport planes now emplane and deplane passengers in the area bounded by the projecting fingers or passage ways to the structure. A third passage way connects the new and old terminal buildings. Between the new building and row of hangars is the ground transport areaway. Darker area in extreme left corner is section of "hot top" pavement on 15-33 runway, one of the two new temporary runways already in use. The National Guard building and hangar may eventually become a temporary overseas air terminal.

New Airport Terminal Ready for Dedication



LAST-MINUTE TOUCHES are being put on the temporary airlines terminal at Logan. Dedication ceremonies held next Thursday with the building turned over for actual operation at 12:01 a. m. the following day. Struct two entrances to waiting room with protecting marquees. Inbound passengers do not have to pass through waiti or main concourse. Surface traffic arrangements are considered excellent.

Airport Building Dedication Today

Exercises dedicating the new temporary terminal building at the Logan International Airport in East Boston will be held today at 4 P. M., with city and state officials, headed by Gov. Tobin and Mayor Curley, and executives of leading national airlines participating. Immediately following the exercises, the new building will be opened to the public for inspection.

During the exercises, Gov. Tobin will accept, in behalf of the Commonwealth, a portrait of the late Gen. Logan, for whom the airport was named. The presentation will be made by Mrs. Edward Logan, his widow.

The formal exercises will end when a helicopter pilot will receive the key to the new building from the governor and drop it into Boston harbor, as a symbol of the fact the airport will always be open to give 24-hour daily service to all parts of the world.

Other speakers will be: Theodore F. Drury, president of the Aeronautic Association of Boston; Ralph M. Eastman, chairman of the aviation committee of the Boston Chamber of Commerce; Edward J. Lynch, chairman of the state aeronautics commission, and Joseph F. Cairnes, state commissioner of public works and chairman of the committee on arrangements for the dedication.

Assisting Cairnes are: Jay R. Benton, chairman of the Greater Boston Development Committee; John C. Dowd, Boston advertising executive; William J. McDonald, director of the Aeronautics Association of Boston; Powell Cabot, chairman of the Massachusetts Industrial and Development Commission, and William G. Sheppard, director of public celebrations for Boston.

Airline executives on the committee are: W. Nelson Bump, regional vice-president of American Airlines; William L. Morrisette, New England regional manager of Eastern Airlines; Paul F. Collins, president and chairman of board of directors of Northeast Airlines; John E. Yerxa, New England regional manager of Pan-American Airways; A. W. French, Boston district manager of T. W. A.; Ainsley Hingham, assistant to president of United Airlines, and Joseph Garside president of Wiggins Airways.

Airport Terminal Dedication Thursday

Gov. Tobin yesterday appointed Joseph F. Cairnes, commissioner of public works, chairman of the arrangements committee for the dedication of the new temporary terminal building at Logal International Airport Thursday at 4 P. M.

Highlight of the ceremonies will be the acceptance of a portrait of Gen. Edward Logan, for whom the airport was named, by his widow.

Other committee members are Jay R. Benton, chairman of Greater Boston Development Committee; John C. Dowd, Boston advertising executive; Theodore F. Drury, president of Aeronautic Association of Boston; Ralph M. Eastman, chairman of Boston Chamber of Commerce committee on aviation; Edward Lynch, chairman of state aeronautics commission; William J. McDonald, director of Aeronautic Association of Boston; and William G. Sheppard, director of public celebrations for Boston.

Airline executives on the committee are W. Nelson Bump, regional vice-president of American Airlines; William L. Morrisette, New England regional manager of Eastern Airlines; Paul F. Collins, president and chairman of board of directors of Northeast Airlines; John E. Yerxa, New England regional manager of Pan American Airways; A. W. French, Boston district manager of T. W. A.; H. Ainsley Highman, assistant to president of United Airlines, and Joseph Garside, president of Wiggins Airways.

Will Join in Dedica Airport Buildi

Public Works Commissi F. Cairnes last night annou of a colorful dedication o afternoon of the new te minal building at Logan Airport, East Boston.

At 4 p. m., a portrait of t eral Edward L. Logan, fo airport was named, will, by his widow. It will be Governor Tobin, and hung in the new building.

Besides the Governor, to include Mayor Curl Theodore F. Drury of the Association of Boston; C Cairnes, and Ralph M. Ea man of the aviation comm Boston Chamber of Com

Assisting Commissioner making arrangements fo monies are Jay R. Benton, the Greater Boston devel mittee; John C. Dowd, Bos ing executive; Edward L man of the State Aeronau sion; William J. McDonald the Aeronautics Associatio Powell Cabot, chairman o chusetts Industrial and Commission, and William director of public cele Boston.

Airline executives on th are W. Nelson Bump, r president of American Airl L. Morrisette, New Engl manager of Eastern Airl Collins, president and board of directors of N lines; John E. Yerxa, N regional manager of P Airways; A. W. French, trict manager of T. W. A Highman, assistant to United Airlines, and Jos president of Wiggins Airw

Terminal Building Ceremonies
Logan International Airport
Thursday, May 16, 1946

Assignments

Supervision all arrangements - Mr. Dowd

Public Relations	
Columnists	
State Newspaper Coverage	
Metropolitan Dailies	
Handouts	
Press Badge	
Committee Badge	
Mailing - invitations	Mr. Galvin, assisted by
Flyers	Mr. McDonald
1200 Chamber of Commerce	Mr. Drury
Mass. Aeronautics List	Mr. Eastman
Letters - 100 each	Airline Reps.
7 airlines	
Governor's list (Tom McCusker)	
State Legislature list	
Mrs. Logan's list	
Distribution Special Travel Agency list	Mr. French
Broadcast Arrangements	Mr. Slattery
Spot coverage of Radio	" "
Decoration - Bandstand	Mr. Sheppard
Band - Vocalist	Mr. Slattery
Loudspeaker system	Mr. Cairnes
	Mr. Morrisette
Guest Seating - 500 chairs	Mr. Cairnes
State Police arrangements	" "
Blowups, the old and new airport	Mr. Galvin
	Mr. Cairnes
Flowers - Mrs. Logan	Mr. Slattery
Sign Terminal Bldg.	" "
Sign - Airline office	" "

Ushers (Stewardesses)	Mr. Slattery
Parking signs	Mr. Cairnes
Symbolic keys	Mr. Drury
Helicopter	Mr. Garside
Plane displays rear of Bldg.	Airlines
Platform seating	Mr. Sheppard Mr. Slattery
Press table arrangements Photographer arrangements	Mr. Galvin
Stewardesses - 2 each 6 lines (12)	Mr. Bump
Pilots - 1 each 6 lines (6)	Mr. Bump
Press cars	Mr. Cairnes

New Temporary Terminal at Logan to Be Opened Formally Thursday

The new temporary terminal building at Logan International Airport will be dedicated at formal ceremonies Thursday afternoon at 4, Public Works Commissioner Joseph F. Cairnes, chairman of the program committee, said last night.

Feature of the opening will be the presentation of a portrait of the late Gen. Logan, for whom the airport was named, by his widow, Mrs. Edward Logan. The portrait, to be hung in the new building, will be accepted by Gov. Tobin for the Commonwealth.

Assisting Cairnes in arrangements are: Jay R. Benton, chairman of the Greater Boston development committee; John C. Dowd, Boston advertising executive; Edward Lynch, chairman of the State Aeronautics Commission; William J. McDonald, director of the Aeronautic Association of Boston; Powell Cabot, chairman of the Massachusetts Industrial and Development Commission, and William G. Sheppard, director of public celebrations for Boston.

Airline executives on the committee are: W. Nelson Bump, regional vice president of American Airlines; William L. Morrisette, New England regional manager of Eastern Airlines; Paul F. Collins, president and chairman of board of directors of Northeast Airlines; John E. Yerxa, New England regional manager of Pan-American Airways; A. W. French, Boston district manager of T. W. A.; H. Ainsley Highman, assistant to president of United Airlines, and Joseph Garside, president of Wiggins Airways.

Terminal Building Ceremonies - Logan International Airport

Thursday - May 16, 1946

TENTATIVE SCHEDULE

P.M. Inspection of Airport by Press, supervised by John Galvin, assisted by Airline representatives. Cars provided by the State. Leave Main Entrance Terminal Bldg. 3:00 P.M. Return 3:30 P.M.

P.M. Governor's committee assembles - Inside Lobby, Main Entrance, Terminal Bldg.

Committee members:
Chairman Joseph F. Cairnes, Commissioner of Public Works
Edward J. Lynch, Chairman of State Aeronautics Commission
Powell Cabot, Chairman of Massachusetts Industrial and Development Commission
Jay R. Benton, Chairman of the Greater Boston Development Committee
Ralph M. Eastman, Chairman of the Aviation Committee, Boston Chamber of Commerce
Theodore F. Drury, President of Aeronautic Association of Boston
John C. Dowd, President John C. Dowd, Inc.
William J. McDonald, Director of Aeronautic Association of Boston
William G, Sheppard, Director of Public Celebrations, City of Boston

Airline Representatives
W. Nelson Bump - Regional Vice-President of American Airlines
Paul F. Collins - President and Chairman of Board of Directors of Northeast Airlines
A. W. French - Boston District Manager of T. W. A.
H. Ainsley Highman - Assistant to President of United Airlines
Wm. L. Morrisette - New England Regional Manager of Eastern Airlines
John E. Yerxa - New England Regional Manager of Pan American Airways
Joseph Garside, President of Wiggins Airways

0 P.M. Arrival of Governor, Mayor and Mrs. Edward Logan

0 P.M. Start of ceremonies from bandstand.
Concert - suggested musical numbers
Come Josephine In My Flying Machine
Air Corps Song

P.M. Speakers file from Inside Lobby to Bandstand preceded by Airline Stewardesses and Pilots

P.M. Broadcast (Recorded WNAC and Yankee Network Massachusetts affiliated stations)

BROADCAST TIMING

P.M. Lester Smith, Special Events Director, Yankee Network

.30 P.M. Joseph F. Cairnes, Commissioner of Public Works

.30 P.M. Edward J. Lynch, Chairman of the State Aeronautics Commission

P.M. His Honor James M. Curley, Mayor of the City of Boston

P.M. Theodore Drury, President Aeronautical Association of Boston. Subject: Local Business Effects of Airport

P.M. Ralph M. Eastman, Chairman Aviation Committee, Boston Chamber of Commerce.
Subject: International Aspect of Airport

P.M. His Excellency Maurice J. Tobin, Governor of the Commonwealth of Massachusetts

P.M. Presentation by Governor of keys to temporary terminal to E. W. Wiggins Helicopter pilot, who in turn will leave airport in plane and drop keys over Boston Harbor. Presentation by Mrs. Edward Logan of Gen. Logan portrait to Governor Tobin.

P.M. Lester Smith

4.30 P.M. Off the air.

P.M. Star Spangled Banner - Marion Mulhall

9 P.M. Terminal Building open to the public

- 10:30PM Delayed broadcast by transcription. WNAC and affiliated Massachusetts Yankee Network Stations



THE GOVERNOR PRESENTS Mrs. Edward L. Logan with a bouquet following her presentation to the Commonwealth of a portrait (right) of her late husband, Gen Edward L. Logan, for whom the airport was named. Portrait will be hung in the new temporary terminal building. (Center) Patricia, Mrs. Logan's daughter.

Dedicate Terminal Building at Airport

The Logan International Airport is not only destined to become one of the outstanding airports in the entire world but there are excellent prospects that Boston may soon outrank every other American city in the volume of transatlantic aviation, according to the prediction of Governor Tobin yesterday afternoon at the dedicatory exercises of the new temporary terminal building, which was opened to public use last night.

With reference to the air traffic between here and Europe, the Governor said: "As a matter of fact, two airlines are already operating such service from this area, through the temporary use of the Bedford Airfield, and I can assure you that the commercial possibilities of such service are apparently unlimited. A third airline also has been granted a certificate to use Boston as a base for its Europeaen schedules, and I am informed that a French commercial airline, and likewise a Swedish aviation group are definitely interested in including our Logan Airport as a terminal. These are all evidences that Boston's geographical situation is extremely favorable to the development of air travel as one of the major commercial activities of the capital city of Massachusetts."

A feature of the dedication was the presentation of an oil portrait of the late General Edward L. Logan, for whom the airport is named, by his widow, Mrs. Edward L. Logan.

Other speakers included Commissioner of Public Works Joseph F. Cairns, George Curley, son and secretary of Mayor Curley, Theodore Drury, president of the Aeronautical Association of Boston, and Ralph M. Eastman, chairman of the aviation committee of the Boston Chamber of Commerce.

It was stated that the new airport when completed will be two and one-half times larger than La Guardia Field in New York, and will cover approximately 2000 acres.

The Commonwealth of Massachusetts
Department of Public Works
Office of the Commissioner
100 Nashua Street, Boston 14

May 17, 1946

Jay R. Benton, Chairman
Greater Boston Development Committee
c/o State Street Trust Company
State and Congress Streets
Boston, Massachusetts

Dear Mr. Benton:

Please accept my sincere thanks for your help and cooperation in connection with the Dedication of the temporary Terminal Building.

While the attendance probably fell below expectations, the program in general was very successful.

I believe that the absence of the larger group was due in part to the fact that the Bill on Plan "E" was being considered by the Legislature and its members were reluctant to leave when such a controversial bill was under consideration.

Sincerely yours,

Joseph F. Cairnes

JOSEPH F. CAIRNES
Commissioner

May 16, 1946

Dear Mom and Dad,

That was really sad about Dotty baby. I would write to her about it only I'm afraid it would hurt her all over again. The last time I heard from her she said that she'd have a new family member to show me when I got to Guildhall this summer. It would be wiser, I think, to let that matter ride.

As you already know, when I was on the carrier, I had my war bond allotment increased about $20 and stepped it up to a

by the fall and I'll be back at the old grind again. I can't wait for the big day which should take place anywhere near my birthday. In June I plan to buy some clothes out here on the west coast. It's not very much. Two pairs of slacks, a few ties, belts, and a pair of shoes, perhaps. I have no clothes and I'd like to have a few good ties from California when I go back to B & N in the fall. I want to

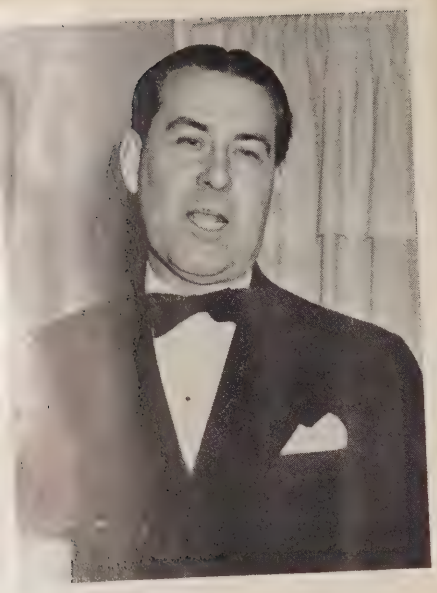
monthly basis. It would give me, therefore, three additional bonds for April, May, and June respectively & I slashed my pay in half so when I got back here I tried to cancell it but it remains in force until I get discharged. The Red Tape in which may mess things up but the last remains in force until nothing happens I'll contact the War Bond Officer. All these savings give me a balance of $1,000. & it is pretty good but when I look back on it I could have done a lot better. The darned things should be up to date

be the best looking student in my class next year, in fact. I want to attain everything good for you. I'm sorry to be a good student and study for a change. It won't take anything to make me happy because I'll be tremendously overjoyed in your realm of influence.

My hand is absolute. I'm playing ball again and the only thing holding me up is poor weather. It stinks.

Love,
Pete

EL TORO, SANTA ANA, CALIF.



HOLGAR J. JOHNSON

Institute of Life Insurance

60 East 42nd Street, New York 17, N. Y.

GAR J. JOHNSON
PRESIDENT
GLAS L. DUNBAR
SECRETARY

May 16, 1946

Mr. J. R. Benton, President
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

First, may I express my appreciation for your courtesies and those of the others at your home offices. I enjoyed my visit tremendously.

On my way home, I read thoroughly your Fifty-Fourth Annual Statement. I was delighted not only with its content, but more particularly with its format. I was pleased to see that instead of showing the new business, you showed the increase of the insurance in force and also the number of policies. Things of that kind tend to give the public a real picture of the growth. In investments you compared the year 1945 with 1944 and I think that such a comparison gives the public a chance to understand the story of growth. I want particularly to comment on that part of the report which sets forth the nature of the company. I think that is about as concise and as clear a statement on a mutual life insurance company as I have seen.

I could go on and point out various other things about it, but I wanted you to know I think your report was splendid.

Again, I want to say I enjoyed meeting your enthusiastic group of associates.

With kindest regards,

Sincerely yours,

President

HJJ:eck

Airport's New Building Dedication

Thursday, May 16, 1946
For breakfast - orange juice
wheat germ. Fried Egg -
Bacon. Sausage. Toast -
Butter - Iced Coffee - Frances
drove up to the Bank. I went
in to call on Mother - Then
to the Square - the Subway.
Talking with Jack Woodlin
Office. Work. Clancy of the
Herald in. Johnson in too.
At 12.30 in Taxi - with Everett
Lane and Leo Leary to
the Algonquin Club - Insurance
Luncheon for David Satterfield
Manager and Bruce Shepheard,
Secretary of the Life Insurance
Association of America -
Taxi back to the office -
the two guests came back
with us and I left them
gathered around the big
table to talk - I hustled
over to the Chamber of

LILAC TIME

The delicate scent of the lilac is beginning to fill the air. Along the parkways, on village greens, beside homes, great purple and white clusters of lilacs are coming into rich bloom. Even though the weather has not been as auspicious as should be expected in springtime, nevertheless the lilacs are coming into their own, signalling that summer is not far off The fragrance of the lilac enhances the season.

Skies will be partly cloudy this forenoon and the mercury will climb to the upper 70's. However, a mass of quite cool air is moving steadily toward New England this morning. As the forward edge of this cool air sweeps across New England it will cause brief, light showers in northern New England during the morning, and in southern New England this afternoon. Winds will be southwest 15 to 20 miles per hour before the arrival of the cool air will shift to northerly. This shift can be expected in the Boston area during the early afternoon. Cool, crisp

Gloom With Blessings

Dreary yesterday, with its fog, its damp chill and dreary drizzle over eastern and southern New England, had its good features to offset discomfort and gloom. Rain has been needed since Spring began and every little helps.

The amount recorded from this minor storm, which set in early yesterday morning, varied from .37 inch in Boston to .80 in Nantucket. It kept the May precipitation to date above normal but there remains a considerable shortage for this year.

Although the rainfall ceased late in the afternoon, dark billowy clouds remained. Grasses and foliage took on a freshened appearance and many new flowers, notable lilacs, burst into bloom.

The sky had cleared before 10 o'clock last night with a gorgeous full moon, well up in the East and Jupiter overhead, gleaming like the great Kohinoor diamond.

Boston temperature, influenced by northeasterly winds off the ocean, held to a narrow range—between 58 and 50 degrees—though that in western New England was considerably higher.

The rather moderate storm was centered a hundred miles off the coast last evening, moving toward the Maritime Provinces.

A new low pressure front, which formed east of James Bay, has moved to a line across northern Michigan and Central Wisconsin, to Missouri. Between that line and New England is a mass of warm, moist air, while to the south is a disturbed area fraught with many thunderstorms from Louisiana to the east coast.

May, at the halfway mark, has an average temperature half a degree too cold.

May 16, 1946. C. H. B.

Commerce Building: Met Ted. McCarthy. Taxi to the East Boston Airport. Attended the Dedication Ceremonies of the New Terminal Building. Talked with a lot of old friends. Gen. Hale, Everett Hutchins - Cal. Doherty - Fred Proctor, Max I. Krulee - Speeches over at 4.30 - Taxi back to the chamber with T.M. to Subway at South Station - thence to Harvard Square - Home. Girls out. Frances Cooking - Libations - Roast Duckling. Delmonico Potatoes. New Peas. Gravy. Bermuda Onions. Milk. Fruit Cup. To Bed early.

Service Heads Of Red Cross To Attend Tea

Next Thursday, May 16, Mrs. Phister Cowin, chairman of volunteer special services, Boston Metropolitan Red Cross, will entertain at tea in the lovely old Lyman house, 39 Beacon street, now part of the Women's City Club. Her guests will be the chairmen, vice-chairmen and some of the retiring officers of the nine important special services.

As the Red Cross swings strongly into its peacetime program, these energetic women are focusing their attention on the acute need for trained volunteers this summer in civilian hospitals. Summer plans are being built around these urgent needs, and fresh volunteers are being recruited to fill the vacancies caused by war-weary workers who must recuperate from five years of intensive effort before returning in the fall.

Besides service in hospitals, these busy chairmen are now supervising the making of 20,000 garments for overseas relief, and quantities of surgical dressing for civilian as well as federal hospitals. In co-operation with hospitals, they are also seeing that helpless patients are transported to clinics, and are rendering canteen and skilled-art service to returned veterans.

Assisting Mrs. Cowin at the tea table, which will be attractive with fresh spring blossoms, will be Mrs. Daniel Bloomfield, vice-chairman; Mrs. Joseph Hamlen, wife of the chapter chairman, and Miss Harriet Robeson and Mrs. B. Harrison Ragle, former chairman and vice-chairman.

Among those present will be: "Mrs. Homer Albers, Mrs. Frank G. Allen, Mrs. Robert B. Almy, Miss Dorothy B. Austin, Mrs. Theodore C. Baker, Miss Dorothy Bartol, Miss Anne B. Beatty, Mrs. Jay Benton, Mrs. C. Willard Bigelow, Mrs. Daniel Bloomfield, Mrs. John P. Cotton, Mrs. Cecil B. Covington, Mrs. Gould Morgan Crosby, Miss Carolyn E. Crossett, Mrs. Frederick Deane, Mrs. G. Ellis Densmore, Miss Jeannie Dupee, Mrs. H. Bigelow Emerson, Mrs. Ralph J. Evans, Mrs. Harris Fahnestock, Mrs. Carles Foley, Mrs. Edward M. Gallagher, Mrs. Roger Griswold, Mrs. Joseph R. Hamlen, Mrs. William R. Hedge, Mrs. Padget Hodson, Mrs. Albert A. Horner, Mrs. Henry B. Jackson, Miss Helen S. Johnson, Miss Marion Jones, Miss Dorothy Joy, Mrs. Varaztad Kazanjian and Mrs. William F. King.

Also Mrs. William Laverack, Mrs. H. Richardson Lane, Mrs. Leon Little, Mrs. Thomas Little, Mrs. Atherton Loring, Jr., Mrs. Philip R. Mather, Mrs. Emlyn V. Mitchell, Mrs. E. Geoffrey Nathan, Miss Beatrice Pray, Mrs. Stephen Paine, Mrs. Kay Peterson Parker, Miss Amelia Peabody, Mrs. Pierce Pearmain, Mrs. Grafton Perkins, Mrs. Leland Powers, Mrs. George L. Rabb, Mrs. B. Harrison Rangle, Miss Harriet A. Robeson, Mrs. Morris R. Rosenthal, Mrs. Edgar Rust, Mrs. William B. Snow, Jr., Miss Marie Spang, Miss Frances Stebbins, Mrs. Robert Steinert, Mrs. Preston T. Stephenson, Miss Barbara Tilden, Mrs. Augustus H. Vogel, Miss Elizabeth K. Webber, Mrs. Stanley C. Whipple, Miss Hazel H. Williams, Mrs. Francis W. Willett, Mrs. Allen P. Winsor, Mrs. Nathaniel Worthen and Mrs. George L. Wrenn, 2d.

WASHINGTON, May 17—President Truman seized the country's railroads today in the face of a strike of engineers and trainmen called for 5 P. M. (daylight time) tomorrow, but the unions' leaders declared the walkout would still take place as sche-

Humid Day Inland

Dense fog prevailed along the New England coast from before midnight of Wednesday until the middle of yesterday forenoon. During most of the day a dense fog bank hung offshore. Low ceilings interfered with plane service to New York and New Jersey.

There were very gentle off-ocean breezes which brought in cool air along the coast, with mercury low and humidity percentage high. Boston got only a few glimpses of the sun all day. While temperature here was between 48 and 62 degrees, averaging a little below normal, a maximum of 72 was reported from Springfield. It was warm in most inland places. Greenville, Me., well to the north, recorded a top 74.

All over the northern states to the west and in most of the south there were showers and some electric storms.

Under dull skies Nature did her best to make things look cheerful. She presented a vista of vivid Spring colors with bright flowers in profusion. The Baltimore oriole, of brilliant gold and jet plumage, a late visitor from the South, made his appearance coinciding with the webs of the destructive tent caterpillar—his favorite food. Swallows, pursuing their insect prey, darted at low levels.

The weather map last night indicated unsettled conditions, with showers for New England.

May 17, 1946. C. H. B.

Friday, May 17, 1946

Downstairs at 8.20 for breakfast. Orange juice - oatmeal + cream Poached Eggs on Toast - To the Square with Frances. To the office. at 10 George A. Parker came in for a conference - Out at 10.30. Renzi Barber shop in response to a call, no time until the afternoon. Over to the shop in the Chamber of Commerce - that place was packed - over to Valentino's in the National Shawmut Bank Building. There had a hair cut and shampoo. Back to the office. With Lane, Moody, and Bliss in a taxi to the Copley Plaza. Attended Annual luncheon of the Boston Chamber of Commerce. Taxi with the same group back to the office at 2.45 - Worked to 4.30. Then to Belmont with Wm Moody and Leo Leary - Little Living Room. Nicholas Back from Exeter - Volunteer in Town for the evening -

Dinner at 1o. 3o and it was a good one - Cream of Spinach soup. Popovers - Boiled Halibut - the first in a long time - Hollandaise Sauce. String Beans - Cucumber Salad - Milk - Watermelon Balls - Upstairs, to bed and to sleep early.



AT CHAMBER LUNCHEON—Among those at the head table of the annual Chamber of Commerce meeting luncheon at the Copley-Plaza today were, left to right, Frank G. Allen and Charles Francis Adams, chamber vice-presidents; Winthrop W. Aldrich, chairman, Chase National Bank of New York, and William K. Jackson, president of the Chamber of Commerce of the United States and of the Boston chamber.

Former Governor Cox Elected President of Chamber of Commerce

Former Gov. Channing H. Cox, chairman of the board of the Old Colony Trust Company, was elected president of the Boston Chamber of Commerce at a meeting of the Chamber's board of directors yesterday.

Cox succeeds William K. Jackson, newly-elected president of the United States Chamber of Commerce, who retired to devote full time to that post.

A graduate of Dartmouth College, Cox served as Governor of Massachusetts from 1921 to 1924. He has long been affiliated with the Boston Chamber. He lives at 173 Beacon st.

Two members of the Chamber's board of directors were elected vice presidents at yesterday's meeting. They are Harold D. Hodgkinson, general manager, William Filene's Sons Company, and C. Kelley Anderson, president, Consolidated Investment Trust.

The seven new directors elected to serve three years include:

W. Nelson Bump, regional vice president, American Airlines; Carl F. Danner, president, American Hide and Leather Company; D. S. Dinsmoor, vice president, Monsanto Chemical Company; C. Norman Fay, president, C. E. Fay Company; Sidney R. Rabb, chairman of the board, Economy Grocery Stores Corporation; Erskine N. White, vice president, New England Telephone and Telegraph Company; and Laurence F. Whittemore, president, Federal Reserve Bank of Boston.



CHANNING H. COX

Directors whose terms expired yesterday were:

Arthur J. Anderson, partner, OBrion, Russell & Co.; Dudley H. Dorr, partner, Hale and Dorr; Gustavus J. Esselen, president, Gustavus J. Esselen, Inc.; James T. Gormley, president, Day-Gormley Leather Company; Marland C. Hobbs, president, Arlington Mills, and James J. Storrow, trustee, James J. Storrow Estate.



RETIRING PRESIDENT GREETS SUCCESSOR—William K. Jackson, right, newly elected president of the Chamber of Commerce of the United States, congratulates former Gov. Channing H. Cox, left, who was elected yesterday at the Copley Plaza Hotel to succeed him as president of the Boston Chamber of Commerce. In the center is M. D. Liming, managing director of the Boston Chamber.

The most devastating strike in its history threatens New England at 5 P. M. (Daylight time) today, when four major railroads, the lifelines bringing in 75 per cent. of New England's food and practically every necessity of life, are scheduled to be shut down.



WEATHER
SATURDAY—Cool.
SUNDAY—Sunny, Warmer.
Full Report, Page 2

Cloudy, dismal weather that has been holding New England in its grasp almost continuously since that beautiful warm day last Monday was to be very much in evidence again this morning. As a matter of fact, it looked as though today would be just about the most disagreeable of all, for cool east winds, occasional periods of light rain or drizzle, and a considerable mixture of fog and smoke were expected not to allow the temperature to rise appreciably above the 50 degree mark all day.

This unsettled, showery weather that is so persistent is the result of a long series of what appears to be very minor disturbances on each day's weather map, but each of which manages to be accompanied by widespread cloudiness and large supplies of moisture in the form of rain. Yesterday evening's map showed a combination of these minor waves that appeared ready to advance eastward toward New England. One was already in eastern Pennsylvania, producing showers and even a good many thunderstorms from Connecticut southwestward through the Atlantic seaboard states. Still another wasn't very far behind. This second one, in Missouri, was expected to follow close on the heels of the Pennsylvania disturbance, which by no means had been the first of the series. It is probable that this Missouri low may be the last of the series, however, and on this basis a forecast of generally fair and warmer weather for tomorrow has been made for all New England.

Saturday, May 18, 1946
Slept long and the day did not start until 6.30 when I started the electric stove going. John brought up the paper at 7.45 and I ate my breakfast at 8.30 - Orange juice - wheat germ - Creamed halibut on toast - Iced Coffee - From 10 to 11 did testing for 8 days. What I ~~Took a walk - looked at the purple beech tree - Called on Mrs Allen~~ 12. ~~Luncheon~~ at 1.30. Roast Duckling on gravy on toast. Lettuce, Green Peas, and sliced Egg Salad. Strawberries. Milk. Frances drove Nicholas and me to the Concord Avenue Play ground where we saw the High School Relays - Enjoyed them a lot. It was a dark, cloudy and cold afternoon. Out at 5 - Walked half way up Goden Street hill, when Walter Adland came along and gave me a lift the rest of the way home + Rested until dinner - Frank Gunters Baked Beans. Brown Bread - Roll -

Butter — Condiments — Mustard.
~~Cake~~ Pigalilli — Chili Sauce —
Milk. Cup Custard and Sliced
Oranges. Upstairs at 7.45
John and Nicholas went down
to Randolph to join the gang
for dinner +

MASS.) CITIZEN

Remembers Waverley

1537 Chardon Rd.
Euclid 17, Ohio.
May 18, 1946.

Editor, Belmont CITIZEN:

What nostalgic memories of the Waverley of 50 years ago are conjured up by your admirable supplement of April 12th, which was sent me by my sister, Mrs. Janet Scott McKenzie! It was in 1896 that my father, the late C. S. Scott, moved to Waverley; I was then a boy of nine.

Well do I remember the Waverley Co-operative Bank in its one-room office next to Louie Linker, the baker (famous for his "milk bread"), for it was my father who occupied one of the front rooms of the suite with his first real estate office. The other front room was for years the watch repair shop of John Gill—and in memory's ear I can still hear John Gill's crisp voice after each watch cleaning: "One Dollar." Mr. Skinner, the lawyer who drew deeds for the bank, had his desk in father's office. All showings of real estate in those days were on foot or by bicycle, unless perchance the prospect was driving and had an extra seat in his buggy. Copies of letters were made on a cumbersome old letter press, as carbon paper had not yet come in, and when it did, its legality as a means of producing "true copies" was questioned. Typewriters were a novelty. So were safety "bikes." So was laughing-gas for tooth extractions.

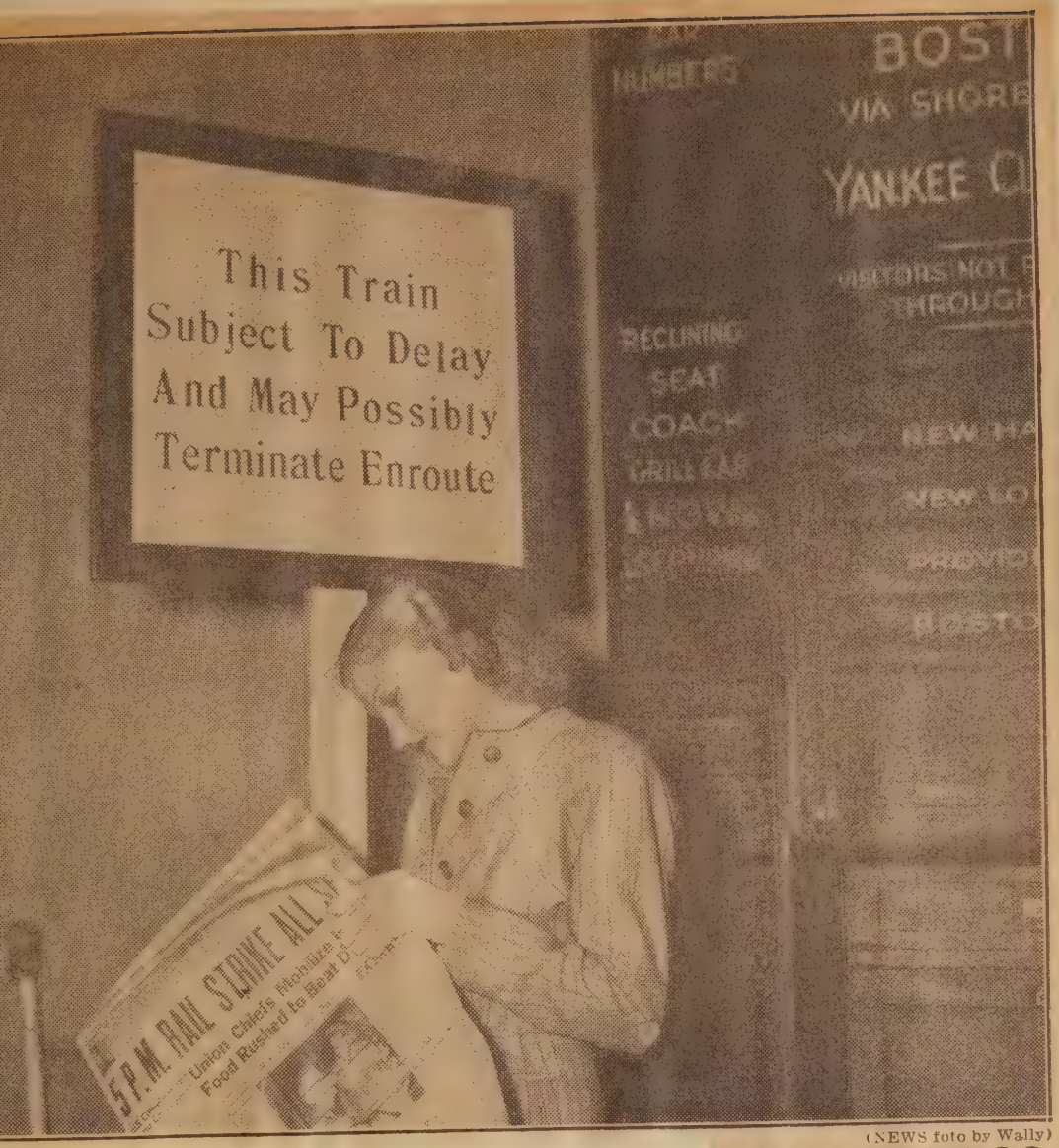
The principal piece of furniture in the Co-operative Bank room was a good-sized directors' table. Over it, at the end of a dangling cord, hung a 32-candlepower carbon-filament light bulb in a T-H (Thomson Houston) socket. In those days, before buying a light bulb, you had to know whether it was to fit into an Edison socket or a T-H socket.

Among the Waverley memories that come crowding back are the Nights Before the Fourth with their giant cannon-crackers, huge bonfires, and impish pranks; the six-foot striped candy cane in Druggist Holmes' window, awarded one Fourth of July to the person who guessed closest to the number of steps from the drug-store to "Trapelo Heights Park." Waverley Common with its baseball heroes such as Alby Perkins and Melville Morrison; skating on Kinread's flooded swamp; attacks of malaria, from the same source; double-runners coasting down the middle of Lexington street (safe enough in those days); the first Ford cars, that could climb Lexington street hill going backwards, but not frontwards. Rev. George Gilman with his inevitable cigar, and Rev. Charles Allen with his inevitable book—he used to walk all over town, reading, perfectly oblivious to his surroundings; Lassman, the florist, of the G.A.R. and his lantern-slide lectures on the Civil War in old Waverley Hall, none of whose clock faces told the same time. Oil-lamps—tin

bathtubs—the first telephon
but why go on?

Waverley, your sons
daughters of 50 years ago
have wandered far, but the n
ories of your fields, your
flowers, and your quaint
acters can never be erased.

ROSCOE E. S



(NEWS foto by Wally)

WHAT TO DO?



(NEWS

GOTTA G
BACK B

Taking lead in
Boston-bound
Grand Cent
young man
chances on be
in New York

Washington Puppet Show.



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TWENTIETH ANNUAL MASSACHUSETTS HIGH SCHOOL RELAY CARNIVAL
CONCORD AVENUE PLAYGROUND, BELMONT, MASSACHUSETTS
SATURDAY, MAY 18, 1946

* *

OFFICIALS

Honorary Referee	Daniel J. Kelly
Director	Lewis S. Harris
Judge in Charge of Finish	Edward Pidgeon
Clerk of Course	R. Meldon Wonnor
Asst. Clerk of Course	Thomas Greehan
Starter	Arthur Noble
Official Scorer	Carl Olson
Attending Physician	Dr. John Grinold

SCHOOLS ENTERED

CLASS B (200 to 650) - New Bedford Voational, Lexington, Concord, Wellesley, Winthrop, St. Mary's(Waltham), Needham.

CLASS C (650 to 1300) - Public Latin, Melrose, Boston Technical, Winchester, Chelsea, Belmont, Watertown, Waltham, Dedham.

CLASS D (1300 or over) - Arlington, Brookline, Cambridge High & Latin, Everett, Medford, Newton, Boston English, Rindge, Somerville, Lowell, B. C. High.

SHUFFLE RELAY - Wellesley, Lexington, Medford, Brookline, Arlington, Belmont, St. Mary's (Waltham), Cambridge High & Latin, Lowell, Winthrop, Concord.

WINNERS POINTS AND RECORDS FROM 1927 to 1945

CLASS B		CLASS C		CLASS D	
1927 Fairhaven	13	1927 Arlington	16	1927 Mechanic Arts	10
1928 Spencer	11	1928 Worcester S.	14	1928 Medford	16
1929 Newburyport	13	1929 Worcester S.	11	1929 Newton	16
1930 Fairhaven	15	1930 Arlington	12	1930 Boston English	13
1931 N.B. Vocational	13	1931 Gardner	11	1931 Newton	12
1932 Maynard	11	1932 Wakefield	15	1932 Lawrence	9
1933 Fairhaven	10	1933 Watertown	15½	1933 Medford	13
1934 N.B. Vocational	9	1934 Watertown	20	1934 Everett	15
1935 Lexington	11	1935 Watertown	15	1935 Everett	15
1936 Lexington	15	1936 Belmont	15	1936 Newton	15
1937 Lexington	15	1937 Belmont	13	1937 Worcester C.	20
1938 Maynard	10	1938 Belmont	17	1938 Arlington	11
1939 N.B. Vocational	11	1939 Belmont	20	1939 Worcester C.	16
1940 N.B. Vocational	10	1940 Belmont	15	1940 Mechanic Arts	15
1941 Concord	10	1941 Belmont	13	1941 Mechanic Arts	19
1942 Concord	10	1942 Belmont	20	1942 Medford	10
1943 Concord	11	1943 Winchester	16	1943 Newton	12
1944 Saugus	13	1944 Winchester	11	1944 Newton	10
¼ mi. 45 8/10 sec. Lexington 1936		¼ mi. 43 3/5 sec. Wakefield 1932 Watertown 1934		¼ mi. 44 4/5 Newton 1929	
½ mi. 1 m. 34 sec. Fairhaven 1933 Lexington 1937		½ mi. 1 m. 33 8/10 sec. Belmont 1939		½ mi. 1 m. 32 sec. Newton 1936	
Mile 3 m. 35 8/19 sec. Concord 1932		1 Mile 3m. 33 1/10 sec. Worcester S. 1927		1 Mile 3 m. 32 sec. Lowell 1927 Brookline 1928	
1945 Lexington	13	2 Mile 8 m. 25 1/5 sec. Worcester S. 1927		2 Mile 8 m. 26 sec. Newton 1933	
		1945 Belmont	20	1945 (Rindge 11, Bos. Engl. 11)	

SHUFFLE RELAY

1937 Lexington, 10 m. 5 2/5 sec.

1943 Newton, 10 m. 48.5 sec.

1944 Medford

1945 Lexington, 10 min. 58.2 sec.

No. 1 - HALF MILE - CLASS D - Boston English, Brookline, Everett, Cambridge-Latin, Medford, Somerville, Newton, Rindge, Lowell, B. C. High

Won by _____ Time _____

2nd. _____ Time _____

3rd _____ Time _____

No. 2 - QUARTER MILE - CLASS B: New Bedford Vocational, Lexington, Concord, St. Mary's (Waltham), Winthrop, Wellesley

Won by _____ Time _____

2nd _____ Time _____

3rd _____ Time _____

No. 3 - TWO MILE - CLASS C: Melrose, Winchester, Watertown, Belmont, Dedham, Waltham

Won by _____ Time _____

2nd _____ Time _____

3rd _____ Time _____

No. 4 - TWO MILE - CLASS D: Brookline, Boston English, Newton, Medford, Cambridge High & Latin, Rindge, Arlington, B. C. High

Won by _____ Time _____

2nd _____ Time _____

3rd _____ Time _____

No. 5. - HALF MILE - CLASS C: Boston Public Latin, Melrose, Winchester, Boston Technical, Watertown, Belmont, Chelsea, Dedham, Waltham

Won by _____ Time _____

2nd _____ Time _____

3rd _____ Time _____

No. 6 - QUARTER MILE - CLASS D: Arlington, Brookline, Cambridge High & Latin, Medford, Boston English, Newton, Rindge, Lowell, Somerville, B. C. High

Won by _____ Time _____

2nd _____ Time _____

3rd _____ Time _____

No. 7 - ONE MILE - CLASS B: New Bedford, Lexington, Concord, Needham, St. Mary's (Waltham), Winthrop, Wellesley

Won by _____ Time _____

2nd _____ Time _____

3rd _____ Time _____

No. 8 - ONE MILE - CLASS C: Boston Public Latin, Boston Technical, Melrose, Winchester, Belmont, Chelsea, Dedham, Waltham

Won by _____ Time _____

2nd _____ Time _____

3rd _____ Time _____

No. 9 - ONE MILE - CLASS D: Medford, Boston English, Everett, Cambridge High & Latin, Newton, Rindge, Lowell, Somerville

Won by _____ Time _____

2nd _____ Time _____

3rd _____ Time _____

No. 10 - QUARTER MILE - CLASS C: Public Latin, Melrose, Boston Technical, Winchester, Watertown, Belmont, Chelsea, Dedham, Waltham

Won by _____ Time _____

2nd _____ Time _____

3rd _____ Time _____

No. 11 - HALF MILE - CLASS B: New Bedford Vocational, Lexington, Concord, Needham, St. Mary's (Waltham), Winthrop, Wellesley

Won by _____ Time _____

2nd _____ Time _____

3rd _____ Time _____

No. 12 - SHUFFLE - 4 men run 110 yds.
2 men run 220 yds.
2 men run 440 yds.
2 men run 3/4 mile

Wellesley, Lexington, Medford, Brookline, Arlington, Belmont, St. Mary's (Waltham), Cambridge High & Latin, Lowell, Winthrop, Concord.

May 18, 1946.

May 18, 1946

ints count as follows: 1st Place 5; 2nd Place 3; 3rd Place 1)

	¼ Mile	½ Mile	1 Mile	2 Mile	Totals
SS B: (200 to 650)					
Wellesley					
New Bedford Vocational					
St. Mary's (Waltham)					
Lexington					
Winthrop					
Concord					
Needham					
SS C: (650 to 1300)					
Boston Public Latin					
Chelsea					
Dedham					
Belmont					
Winchester					
Watertown					
Boston Technical					
Waltham					
Melrose					
ASS D: (1300 or over)					
Brookline					
Newton					
Medford					
Everett					
Rindge					
B. C. High					
Arlington					
Cambridge High & Latin					
Boston English					
Somerville					
Lowell					

OSTPONE RAIL STRIKE FIVE DAYS

Widespread confusion was reported in many major rail centers yesterday as trainmen preparing to strike halted for receipt of official word, particularly in Eastern time zones.

A dramatic, 11th hour-and-last-minute decision of the chiefs of two railroad brotherhoods to postpone the nationwide strike of locomotive engineers and trainmen for five days served last night to throw New England's network of railroads into utter confusion, with many thousands of travelers either stranded or delayed in their travels as the carriers limped slowly back to a semblance of normal operations.

Chill, Fog, Showers

The showers, fog and chill which continued over New England yesterday are expected to last well into today. These conditions are interpreted as the third wave in a series of disturbances lasting through the third successive gloomy day.

Chief factors have been a weak low pressure area now centered off New Jersey, a high pressure front over the Gulf of St. Lawrence, and a more pronounced low over Northern Ohio. The last named is regarded as the dominating influence.

Barometric pressure at the Boston weather station held steady last evening at about 29.90 inches. The wind was from the northeast all day, quite brisk especially during the forenoon when it reached 20-miles velocity, turning up whitecaps in Massachusetts Bay.

The latest Hydrographic Office chart showed 60 icebergs reported last week in an area roughly between 43 and 49 degrees north latitude, 44 and 49 west longitude, the center being southeast of Cape Sable. To their influence is attributed much of the chill and fog borne in by the onshore winds.

Boston temperature varied less than 5 degrees all day, averaging between 47 and 48, and was between 10 and 11 degrees lower than normal. The showers during the daytime had left less than a third of an inch of precipitation, but more was expected during the night.

If and when it clears, look for warmer weather.

May 19, 1946. C. H. B.

Sunday, May 19, 1946

Awake 6.30 before I woke up this morning. Down for the "Herald" at 7.30. Breakfast upstairs at 8.30. orange juice - corn flakes. Fish Balls Baked Beans. Chili Sauce - Toasted English Muffin. Iced Coffee. Read all the Sunday papers. 10 o'clock. a most beautiful scarlet Tanager is on the White Ash outside my bed room window. What 10.30 - decided to call on Mother at 11 Oak Avenue 10/2.15 - Listened to the Broadcast on the Port of Boston at 12.30. The Sun came out, and it was a grand day - we sat out on the West Lawn. The Tulips are supremely beautiful - Dinner at 2. A huge Roast Turkey - Riced Potato - Gravy. Green Peas Creamed Onions. Hot Rolls - Butter - Milk

Fruit cup - Sat out on the lawn
in the sun and played with
the Baby. Upstairs to rest
at 5 - John had driven David,
Jeanne, and Leslie back down
to their apartment at 71 Walker
St. Cambridge - at 5.30 -
they called to say that their
refrigerator had broken down -
and the dangerous gas was
escaping into all their rooms -
that the fire department had
been called and was there.
An hour later David, Jeanne, and
Leslie came back to spend the
night with us. I went upstairs
at 7.30 - had a Hamburger Club
Sandwich - milk. cup custard
and sliced orange - listened to
the radio to 11.15. then lights
out -

BOSTON LIFE INSURANCE AND TRUST COUNCIL

Annual Meeting and Seminar

(Election of Officers)

Monday, May 20, 1946

BOSTON CITY CLUB, 12:30 P. M.

Luncheon $1.75

WCJ
JLN
File
Received - B
MAY 8
Attended

The Council is fortunate in arrangements which allow it to present

MEYER M. GOLDSTEIN, C. L. U.

Director, Pension Planning Company of New York

SUBJECT:

"PENSION AND PROFIT SHARING PLANS"

(Included among the controversial items to be discussed will be "Insured vs. Self-administered Plans" and "Pension vs. Profit-Sharing Plan")

Our speaker, Meyer M. Goldstein, a graduate of the Wharton School of Finance and Commerce, University of Pennsylvania, is a nationally recognized pioneer in the pension-planning field. Over 10 years ago he started the first campaign in this country to spread employee plans via the life underwriters. He is author of the textbook, "Pension, Bonus and Profit-Sharing Plans," and of numerous articles that have been widely quoted. As the representative of the law and legislation committee of the National Association of Life Underwriters, he appeared before the House Ways and Means Committee in connection with the new sections 165(a) and 23(p) of the Revenue Code dealing with pension and profit-sharing plans, and worked with the Treasury and the Bureau of Internal Revenue in connection with the regulations and various rulings.

SPECIAL NOTE

Mr. Goldstein has requested that an invitation be extended to lawyers and accountants so that the open-forum discussions can get the benefit of the combined views of all interested parties. Accordingly, you are urged to invite members of the above mentioned professions.

Make your reservations early, using the reservation blank below.



EVENING PAPERS AT THE FOOT OF THE OLD SOUTH CHURCH

Monday, May 20, 1946

Uhat 7.30. Breakfast at 8.15 - Orange juice - wheat germ. Turkey in Gravy on Toast - Iced Coffee. Wm Moody came in his car at 8.30 and to Town with him. Office and work - out at 12.10 with Everett Lane. To Ivers Johnson's and left movie film to be developed. To the Boston City Club. Attended luncheon meeting of the Boston Life Insurance and Trust Council. With Damon Hall and Everett Lane Over at 2.30 to Indian Head to leave 620 film - Back to the office - Worked to 4.30 Arranged with the Cambridge Gas Light Co - about getting a Servel Gas - Refrigerator installed in

Beauties of Nature drew the largest motor traffic of the Spring to highways near and far. The sky was blue, the air balmy, breezes gentle, earth's carpet green with flowery patterns, while white cloud masses floated lazily overhead.

The weather map last evening showed that the last fragment of the recent stormy weather had passed over to the Province of Quebec and that there was indication of continuing fine weather for today, with moderate breezes and some high cloudiness.

May 20, 1946 C. H. B.

Warm Today, And Sunny

The atmospheric disturbances which were giving us the long spell of cold, wet weather last week finally moved out of our area. On the weather map one is shown in eastern Quebec province, the other is in Nova Scotia. Another low pressure trough located in the mid-west is causing rain in Michigan, Wisconsin and Minnesota. In between these two low pressure areas, a high pressure ridge, running from western Pennsylvania to the middle Atlantic states, will continue to increase in intensity, and give us two days of fine spring weather. Today will be sunny and quite warm, ideal for any outdoor work. Except for some afternoon cloudiness, the skies will be clear or at the most only partly cloudy. By tomorrow, however, the low pressure trough in the mid-west will move sufficiently far enough eastward to affect our weather. The outlook for tomorrow is, therefore, for considerable afternoon cloudiness with showers and some scattered thundershowers. The warm spell, though, should continue at least through tomorrow. In fact, temperatures in some sections will be slightly higher than on Monday.

May Smiles Again

The month of May, changeable as a fickle miss, shifted from gloomy to gay within a few hours yesterday. With the passing, at 6:30 a. m., of the weak but dismal storm which had run into its fourth day, the Sun quickly broke into the clear. Winds changed from east to southwest and a wonderfully fine day devoloped.

Temperature rose rapidly from the early morning minimum of 43 to a maximum of 71 at 6:30 p. m. The day's average was a single degree under par. At the same time the humidity percentage dropped from 94 to 54. All this was caused by an influx of warm air from the west which affected the coastal section much less than the remainder of New England. As an example, Bedford reported mercury at 73 degrees when the Boston reading was 60.

David's apartment. To Belmont with
Wm. Moody and Leo Leary. Front Porch
a glass of iced Coffee. This day
was supposed to be warm and sunny
the sun was out most of the time but
it was on the cool side from noon on
Upstairs to rest before dinner.
Duck Soup. Sliced Cold Turkey —
Sage Dressing - French Fried Potatoes —
Beets and Greens - Parker House Rolls —
Avacado Salad with Herb Dressing —
Milk. Fruit cup. Orange & Grape
fruit slices. Upstairs at 7.15 +

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HUBBARD 3100

May 20, 1946

Mr. Jay R. Benton
160 Congress Street
Boston, Massachusetts

Dear Jay:

You were very kind in sending me a number of PHILLIPS EXETER ACADEMY programs, so I am enclosing one of the Menu-Programs which I prepared for our Dinner and also the Program for the Symposium which was held at the School all day long on Saturday. Both affairs were very very successful and I enjoyed meeting and hearing the Headmaster of your School, Dr. Perry, who presided at the Symposium in the morning and was one of the speakers at our Dinner in the Evening.

Sincerely yours,

William Graham

CG:MW
Enc.

CITY OF BOSTON

OFFICE OF THE MAYOR

CITY HALL, BOSTON

JAMES M. CURLEY
MAYOR

May 20, 1946

Jay Benton, President
Boston Mutual Insurance Co.
160 Congress Street
Boston, Massachusetts

Dear Sir:-

With a view to expediting housing, the Department Heads have made a survey of Boston and are prepared to submit the result of their findings with reference to additional housing facilties. It is desired that we proceed at once with this work, and I sincerely trust that you will make a special effort to be present at a meeting hastily called for Tuesday, May 21st, 1946, at 3:30 P.M.

The meeting will be held at the Office of the Mayor, School Street, and in addition to Heads of Departments, Housing Authority, Federal Housing Administration, an invitation has been extended to the Special Committee cooperating with me on matters affecting the City.

Sincerely,

James M. Curley

Mayor

STONEMAN, WELCH AND CHANDLER
ATTORNEYS-AT-LAW
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Boston

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Specializing in Labor and Administrative Law

RICHMOND 1670

May 14 1946

Hon. Jay R. Benton, Pres.
Boston Mutual Life Insurance Co.
160 Congress Street
Boston, Mass.

Dear Jay:

I have called a meeting of the Boston University Law School Association's Outing Committee, for 4:30 P.M., on Tuesday, May 21, at the Boston University Law School, Ashburton Place.

You have my assurance that this meeting will adjourn by 5:00 P.M.

Sincerely yours

Alexander Welch

Alexander Welch,
Chairman, Outing Committee.

AW:HMB.

Plane Hits 72-Story Wall St. Skyscraper

NEW YORK (AP) — Speeding through fog and a ceiling of 400 feet, a two-engined Army air plane blasted through the 58th floor of the 72-story Bank of the Manhattan Company building in Wall st. last night, bringing death to its five occupants.

Tuesday, May 21, 1946

Nicholas went back to Fort Devens this afternoon. He had been home on leave the last 45 days. Up at the regular time for breakfast - orange juice - Ralstons - Dropped Egg on Fish Cake. Strip of Bacon - Baked Beans. Toast - Butter - Iced Coffee - Raining hard. Rubbers and umbrella - To the Square with Frances. Subway and the office. Work. Drumming up attendance for B.U. Law 1911 — 35th Reunion. Out at 12.30 and to the Parker House — The Knockers Club - Good attendance - Had Cherrystone Clams. Stuffed Essence of Tomato - Roce Butter - Iced Coffee - Banana Ice Cream

Showery And Cloudy

The storm which was centered in the upper Great Lakes region yesterday caused cloudiness and occasional light showers through most of New England last night. It is now centered in southern Ontario and is still moving northeastward. Meanwhile, to the south of New England, warm and moist tropical air coming from the Gulf of Mexico has overspread practically the entire section of the country east of the Ohio river. The warm moist air is moving northeastward and when it reaches the ocean is cooled rapidly by the Labrador current, which runs parallel to but some distance from the coast. It is this rapid cooling which formed a thick heavy fog along the Atlantic seaboard south of New York last night. Through the night the fog moved northward, blanketing the entire shores of southern New England, hindering coastwise shipping and halting air travel.

The outlook for New England in the next two days is as follows: persistent cloudy, showery weather is expected throughout the entire New England area today and tomorrow, except in northern sections the rain will end tomorrow and it will become a little cooler.

With Skies Uncertain

Yesterday's sunrise was clear but thin clouds gathered during the next two hours. Then developed irregular alto-cumulus through which the Sun could be seen dimly until after noon. At several times a partial halo formed but at no time was the Sun fully encircled.

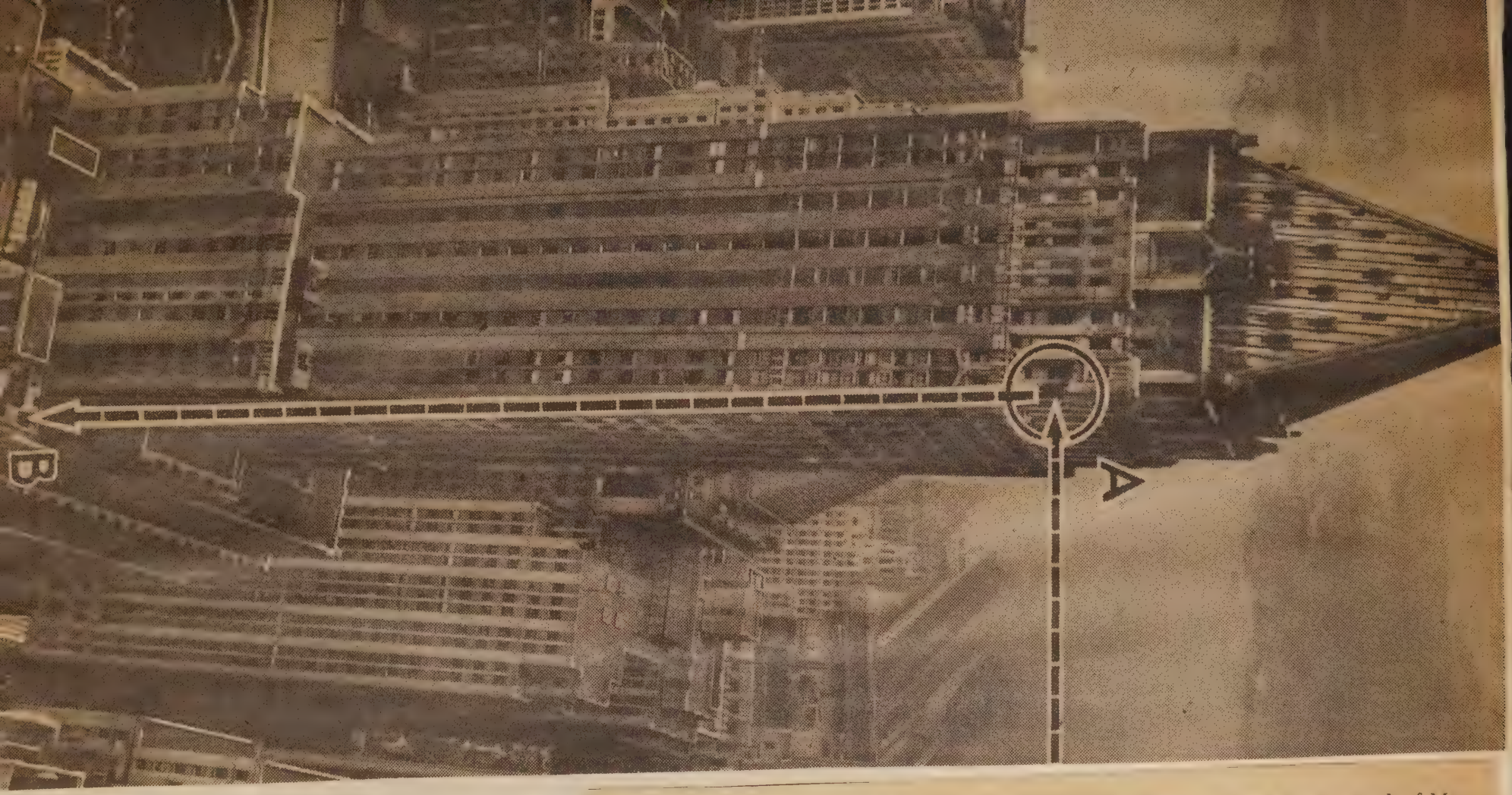
Boston temperature, from a low mark of 54 degrees, reached 72, its peak for the day, by 10 a. m. Then there came a light ocean breeze which caused the mercury to drop slowly, as cloudiness increased till mid-afternoon, when a shift of wind to south-southwest brought in warm moist air. Then the temperature shot up to 70. Boston average for the day was five degrees above the norm.

Along the Atlantic coast, below New York City, there was a mass of tropical air working slowly northward. Below Atlantic City, there was very dense fog and there were many showers over a large inland section. West of the Connecticut River, in Vermont, Masachusetts and Connecticut, there were also light showers. The fog and showers were expected to reach Boston before dawn today.

The latest effects of this recent change to mild seasonable weather include appearance of new leaves on many elm trees that have been laggards and the arrival of straggling late migratory birds, among them, the pair of catbirds whose melodious imitations of other songsters is heard now from the lilac hedge.

May 21, 1946. C. H. B.

Back to the office. Round Table Conference re Cashiers Set up in the District Offices - Lane, Leary, Wrigley, Everard. At 3.30 to the Mayor's office at City Hall for a conference of Veterans' Housing - Waited around for 45 minutes for Mayor Curley to show up - at that time I had to go along to attend a meeting of the Outing Committee of the B.U. Law School Alumni Association at the Law School - over at 5.15 - to Park St. to Harvard Square on the Subway - Car to Oakley Road. Home. Mother wanted to see me so Frances drove me over - was told that Dorothy's son Teddy's wife had had twins but both had passed on soon after birth. Back to the house. A glass of iced coffee. Dinner at 6.40 - Jellied Consomme - Hamburg Patty on Toast Grilled Tomato - Stuffed Bacon Lettuce Salad - Milk - Strawberry Shortcake. Upstairs at 7.15 -



Throngs going to work in the financial district yesterday craned their necks at the Bank of Manhattan Building. Gaping holes in the northeast corner of the 58th floor (A) and in the roof of the building next door at 44 Wall St. (B), as seen from the Wall Tower Building, where this photo was made, told the story of the tragic plane crash the night before. Horizontal broken line shows the course the plane was flying in the fog; vertical line where motor plummeted next door.



BARNUM CAME FROM
BRIDGEPORT, TOO,
MR. BENTON

Boy, Oh, Boy! The Circus Is Coming to Town:'



Staff Photographer

:olored posters proclaim that it won't be long before stupendous, supercolossal aggregation of funny clowns,)bats, ponderous pachyderms—"that's elephants, folks" inds of other amazing and breathtaking wonders that go the big Ringling Brothers and Barnum & Bailey Circus will arrive at the Boston Garden. Opening on Tuesday night, May 14, for a 12-day showing, "the Biggest Show on Earth" will hold two performances daily. Seats now on sale—"Right this way! Get your tickets now!" Dozens of newly imported foreign "10-strike" features are coming!

MAY 22, 1946


BIG
SHOW




RING CIRCUS
3
RINGS OF
WONDERFUL
CHARM


COPYRIGHT
REGINALD M HOLLAND INC N Y C



Wednesday, May 22, 1946
Nicholas called at 5.30 this afternoon from Fort Devens - said he was leaving in a few minutes for Fort McClellan in Alabama - The Army did not take long to move him along - he only returned to Devens yesterday.
Frances was down for a snuggle this morning. Had my breakfast at 8.20 - Orange juice - Raisins - Turkey in Gravy on Toast - Iced Coffee - to the Square with Frances - Subway - Office - Work - Milne came in with the surprise news that he plans to go back to Philadelphia + more work - Over to see Fred Jennings -

Bright, Sunny For Change

Today promises to be bright and sunny. Temperatures will be about as high as yesterday but the humidity will be considerably lower. Yesterday, we had our first taste of a really warm, showery, sultry day. It was the sort of day occurring so late in the spring that brings out any delayed vegetation to full leaf in a hurry. The trough of low pressure which was responsible for these active showers, extended all up and down the Atlantic seaboard yesterday afternoon, and was producing widespread rain and even a good many thunder showers.

As this disturbance passed slowly eastward it was only a short while after rain ended that clearing skies brought a quick end to the unsettled weather. The clouds which will show up today will be only a few of the fair weather variety.

Fair weather prevailed over most of the country west of the Atlantic states yesterday. Since our New England weather nearly always comes to us from the west it seems likely that today's pleasant weather will stay on through tomorrow as well. Temperatures reaching into the 80's in most of central and southern New England are expected tomorrow afternoon.

Just a "Sticky" Day

Back again to fog and showers, with high wind at times and temperature range almost identical with that of Monday—that is the weather story of yesterday.

The anticipated rain and fog, up from the South, reached Boston before daybreak. Wind at that time was from the southeast and very light. With a shift to southwest there came a smart shower and a sharp rise of the mercury from a minimum of 55 degrees to above 70.

While sustained velocity of wind was around 29 miles an hour, there were gusts as high as 36. Humidity percentage reached the wringing wet mark of 100 at several times. Showers, intermittent and very light, were general over most of New England.

It was what might be called, perhaps not in technical language, a "sticky" day, such as might be expected in the dog day season.

That the unpleasant conditions here were nearly over was indicated last evening, when the weather map showed that the minor storm center had moved far to the north. Rain had ceased as far east as Albany, New York. A large high pressure front extended from Minnesota to Texas. This was moving east and bring-

ing fair weather. It was expected that the sky over New England would be clear by sunrise today.
May 22, 1946. C. H. B.

At 12:01 a.m. today the Government took possession of the Nation's 3000 soft coal mines under authority of a seizure order in which President Truman emphasized the urgency of continued operation beyond the two-week strike truce due to expire at midnight Saturday.

Back to the office - out with Everett Lane at 12.30 to the Ambassador on Winter St. Filet of Sole. Whipped Potatoes. String Beans. Roll - Butter - Iced Coffee - Apple Pie and Ice Cream. To Sabin's Ticket Agency in the Parker House - procured a Ticket to the circus - walked down to the Boston Garden - Took in the Sideshow and the wild animals - Then into the Garden - had a seat in the Stadium - Found at the end - a fine circus - For a couple of hours was a kid again. Ate at 5 - Subway to Park to Harvard Square to Oakley Road. Read papers on the Porch - Dinner at 6.30 Turkey Soup - Lobster Newburg. Boiled Rice - String Beans - Tomato & Lettuce Salad - Blue Cheese & Crackers - Milk - Strawberry Sh. - Rested in the Gloucester Hammock on the front porch until 7.45 - then upstairs - To Lou, Mary, Jim & Thelma Harlow to dine at Pisco's Tonight & then to the circus.



QUEEN of the circus on a living throne

PINK LEMONADE

THE GREATEST SHOW ON EARTH



It's spectacular! This is the grand finale of the elephant act as presented by Ringling Bros. and Barnum Bailey last night at Madison Square Garden. Kitty Clark (top) salutes the audience.



"The High Priestess of Rhythm Aloft, the Incomparable Lalage," does a split on the rings. "Display 8," featuring her, is one of the show's top spots.



"Thundering Herds of Jungle-Bred Juggernauts in the Magnificent New Edition of 'The Changing of the Guard'" Display No. 22, and those clowns are really elephants.

Photos by Le

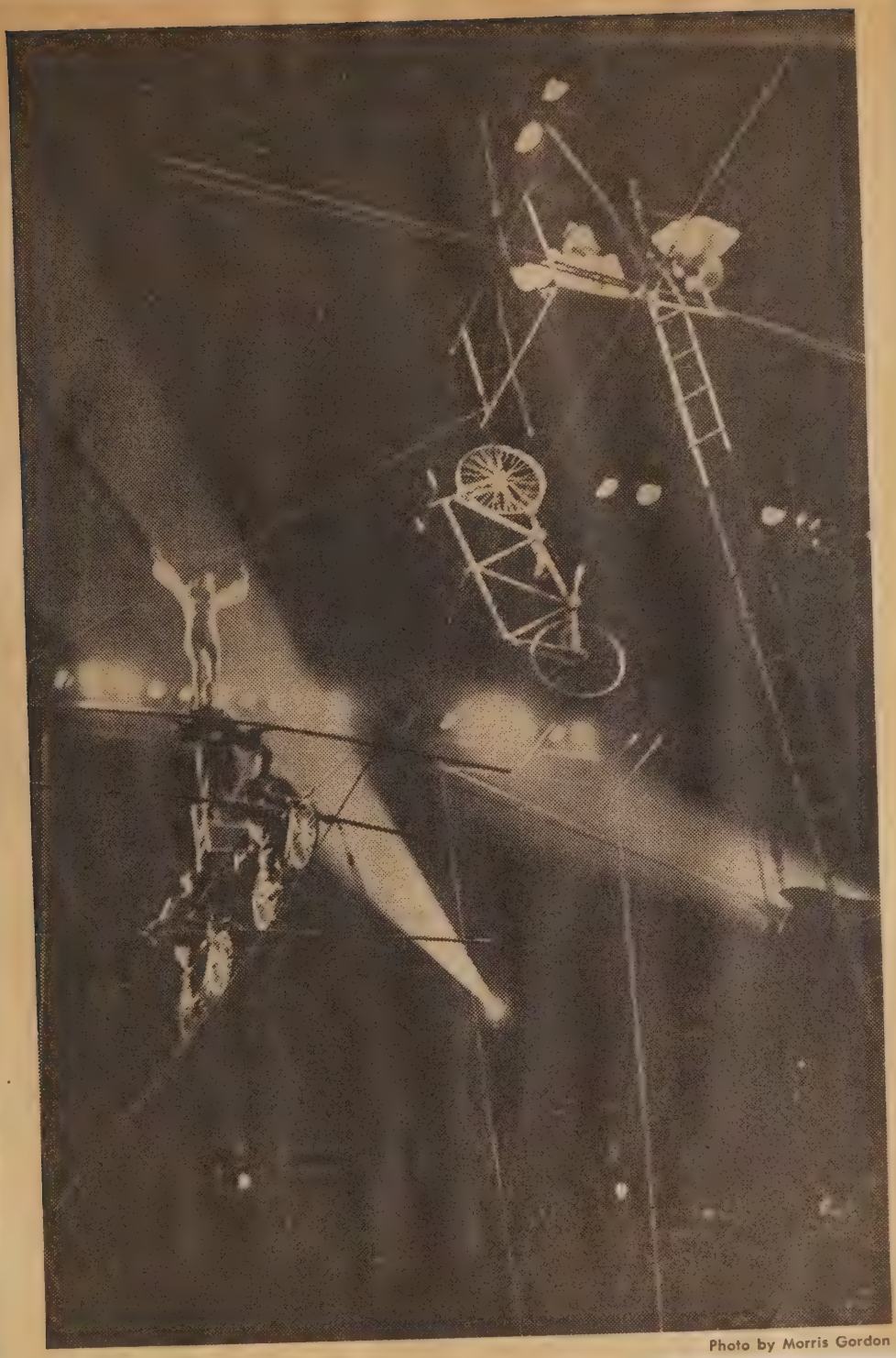
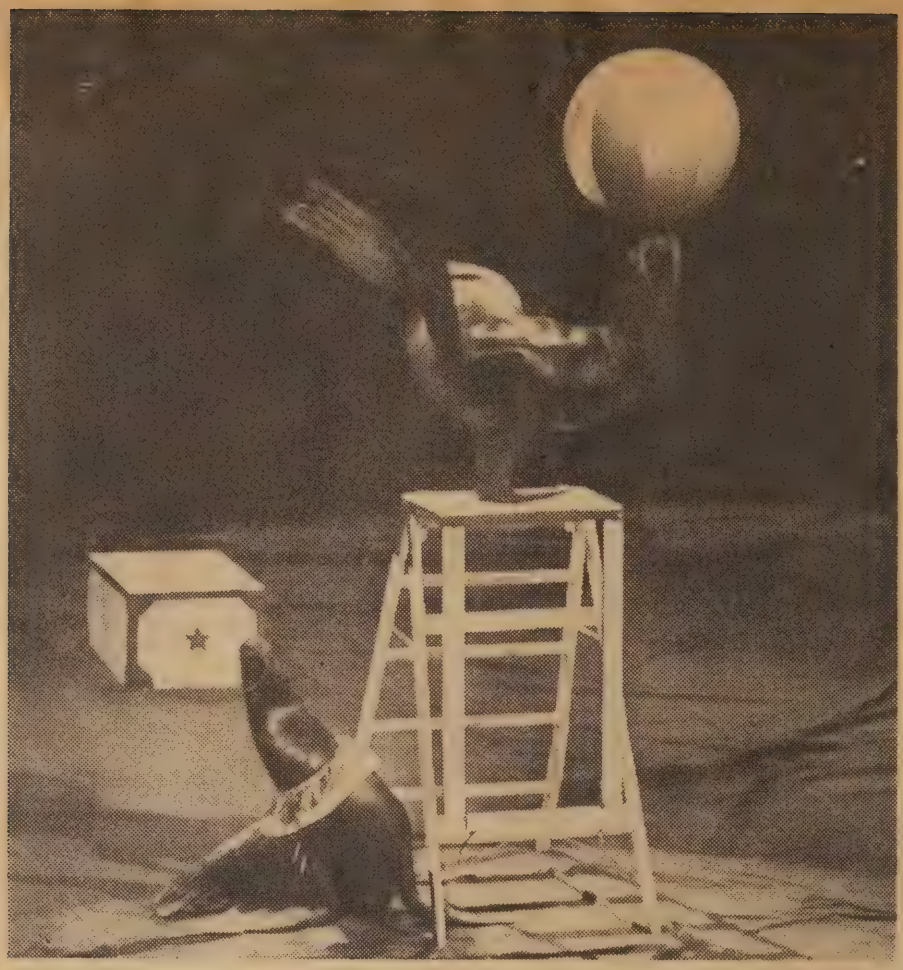


Photo by Morris Gordon

The Wallendas at the most tense moment in their circus act.



"Roland Tiebor's Trained Sea Lions. . . . Self-Applauding Comedians from the Briny Deep. Equilibristic Prowess Unlimited."

NGLING BROS AND BARNUM & BAILE



IRCUS MAGAZINE & PROGRAM

Photos · Features · Stories · Comics

1948

25¢

"IT'S A CIRCUS" To Own An Ink-o-gra

...because Inkograph has these features:





PRECISION PERFORMANCE



TOUGHNESS



LONG LIFE



BALANCE

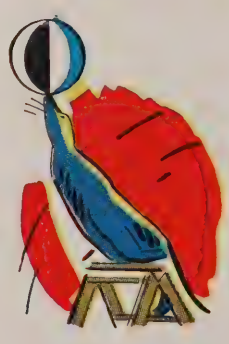
Watch for Emmett Kelly and his Jumbo-size Inkograph—once during each performance.

"It's fun to autograph with an Inkograph" says Emmett Kelly, world-famous clown, about this world-famous pen. "Clowns should be full of tricks—fountain pens shouldn't. I like my Inkograph because it plays no tricks... always gives me smooth, leak-proof, dependable pen performance. Kids like Inkograph, too. Its smooth, easy-to-use action makes school penmanship almost as much fun as circus showmanship."

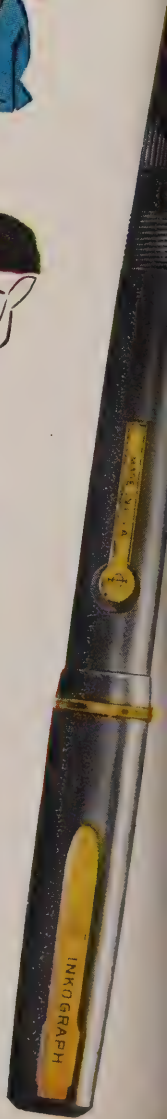
At leading dealers; no mail orders. Inkograph on clip and barrel marks the genuine.



FAST ACTION



BALL-LIKE POINT



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And... in the CENTER RING"

See these two bright stars that add to your enjoyment of the Greatest Show on Earth . . . Frisco, the sea lion and General Electric Lamps! Remember the light from G-E lamps not only highlights the incomparable antics of the educated sea lions but helps supply sensational drama for the whole exciting show. And there's a G-E Lamp for every need in your home . . . constantly improved by G-E lamp research to give more and more light . . . to *Stay Brighter Longer!*

G-E LAMPS

Stay Brighter Longer!

GENERAL ELECTRIC

AFTER THE CIRCUS

By Charles Hanson Towne

We came away from the tinsel and false,
From the rings where we saw the elephants waltz;
From the clowns with their grins and painted faces,
And the horses put through their delicate paces;
From the swinging forms on the high trapeze,
And the rhythm and leaps of a young Chinese;
From the bareback riders devoid of fear
On the tanbark trail where the chariots veer.

Was it wrong to forget, for an hour or two,
In a world that is tragic and all askew,
The panic and pain, the sadness and error,
The sound of guns and the reign of terror?
The children's laughter had made us see
That this was a place where joy could be.
Maybe this was the real world, loving and gay,
And ours was the false world . . . who can say?



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★ 1946 ★

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JOHN HENRY AND THE CIRCUS

By Roark Bradford

The South's counterpart of Paul Bunyan, fabulous strong man of the north woods, is a huge black man named John Henry. The best-known biographer of this legendary powerhouse is Roark Bradford, celebrated writer of southern Negro stories, including "Ol' Man Adam an' His Chillun" from which Playwright Marc Connelly wrote a Pulitzer Prize winner, "The Green Pastures." Bradford has written a long shelf of books, among them "This Side of Jordan," "Let The Band Play Dixie," "John Henry" (upon which Brad and composer Jacques Wolfe did a light opera with Paul Robeson in the leading role) and a host of short stories for Colliers. Brad has numerous friends in the Circus publicity department and once while bringing his wife and son, Richard, to see the Big Show in New Orleans he allowed as how we wouldn't need all the hard-working help we carry if we just had John Henry on the payroll. We asked Brad how he figured it, and this story, JOHN HENRY AND THE CIRCUS is his reply.

The Editors

THE day cotton went to twenty-five cents a pound everybody in the Black River Country got a feeling that mighty things were fixing to take place.

"De price er side meat ain't but twenty cents a pound," said the Man Named Sam. "Is dat O.K., Aunt Dinah?"

But Old Aunt Dinah didn't say a word. She just faced the rising sun. Then she sang her song:

When hit's two-bits meat and twenty cents cotton
Ev'ybody knows dat de times is rotten.
But two-bits cotton and twenty cents meat—
Den de times is so good dey can't be beat!
So don't you leave me hyar!

"Dat sound like a sin-song," said Hell Buster. "Endurin' de hard times you was prayin' and grovelin' and goin' on. But quick as times git good, you haul off and sing a reel."

"Hit ain't no reel, and hit ain't no sin-song," said Old Aunt Dinah.

"Hit sound like a sin-song," said Hell Buster.

"Hit sound like a Circus song," said John Henry. John Henry was six feet tall and the man ain't born that can stop him!

"A which song?" asked Hell Buster.

John Henry stood up and looked up and d
Black River, both ways twice as far as a m
see. "A Circus song," he said.

"Hit sounded like a happy song," said Ju

"All one and de same," said John Henry.
a happy song, but hit say, 'Don't you leave n
And dat means she aims to git about. Jest
Circus."

"What you know 'bout a Circus, son?" as
Aunt Dinah.

"I'm a man dat gits about," said John Henry
bawn wid a eetchin' heel and a run-aroun
soul. De day I was bawn I stood up and sun
which say, 'My home ain't hyar, 'cause hits
down de road.' And all er dat is jest like a

"Sounds mighty good, John Henry," Julie A
"Tell me about de Circus."

"Hit takes two to tawk about de Circus," s
Henry. "One say, 'Hyar she come,' and de
say, 'Yonder she go.' 'Cause a Circus is a
fool, and his home ain't hyar!"

"I hyared tell de Circus had all kinds er v
in hit, jest like old Norah's Ark," said the Hell
"Lines and taggers and go-rillaphants and
gy-tangs and stuff like dat."

"De Circus be's like dat," said John Henry.

"I hyared," said Old Aunt Dinah, "dat de
had hosses and clowns and folks wawkin' tigh
and swallowin' knives and jumpin' off'n thin
stickin' they haids in de line's mouf."

"Hit be's like dat, too," said John Henry.

"I hyared," said Julie Ann, "dat de Circus
heap er purty ladies in fine clothes, bowin' and
in' and makin' jokes and singin' songs while d
band played."

"Likewise," said John Henry. "De Circus b
all er dem things, and a heap more stuff b
Hit's a ramblin' thing and hit rolls on wheels,
man ain't bawn dat kin stop hit. She rolls on d
and she rolls on de rails, and she gits to far-off
De animals and de tents ride de Manifest, a
folks all ride on de Special. She's hyar toda
she's gone tonight, and tomorrow? Ah, Lawd
ramblin."

"Hyar she come!" say Mr. Bev Kelley.

"Yonder she go!" say Mr. Allen Lester.

"And den, for a solid year, all de people

d say, 'De Circus was hyar, but she's long
' "

n looked at John Henry and then she looked
nd. "John Henry," she said, "bring me to
."

ary laughed. "I'm fixin' to do mo'n dat," he
fixin' to bring dat Circus to old good-lookin'
l when John Henry said that, he walked
his head in the clouds and his feet in the
r mud, singing:

So stand you back, you Rousters
Whilst I rambles all around dis land
And bring dat Ringling Circus hyar
To see my Julie Ann, Lawd, Lawd,
Jest to please my Julie Ann!

believe he got hit in him," said the Man
m.

said Old Aunt
Well, jest turn yo'
yuther way, and
der!"

rned his head and
nd while he looked
ne a mighty ham-
nd banging and
and yelling. A
about on a horse,
takes at the ground.
oner did that stake
round than a tent
up, tree top tall.
e the pole was ris-
as gathered about
de a tent.

oks like a miracle,"
Buster.

ooks like magic,"
Aunt Dinah.

all in a dream,"
Man Named Sam.

othin' never hap-
e dat yonder what
n' at. Hit ain't never been so many diffunt
d do so many diffunt things all at once. Hit
omethin' I et."

ll of a sudden, there was a mighty grunting
ning. Work stopped and the tents quit rising.
ike dem wagons is bogged down in de mud,"
Aunt Dinah.

leep," said Hell Buster.

d deep," said Sam.

ind," said Julie Ann. "Yonder is agent, Mr.
aden. He fixin' to start tawkin' to dat Circus.
ey ain't got hyar, and Mr. Ringling done
d gone. But Mr. Braden gonter tawk her in!"

n't got hit in him," said the Man Named Sam.
horses pulled and the elephants pushed and
len talked long and steady. But the wagons
sunk deep in the mud.

So about that time up walked John Henry, and said: "Hub and hound deep in Black River mud, and ev'y-body pullin' and strainin'. De wheels won't roll, and de canvas won't rise. Dat ain't de way to do hit."

"Maybe you know how to handle this mud?" said Mr. Smith, the general manager.

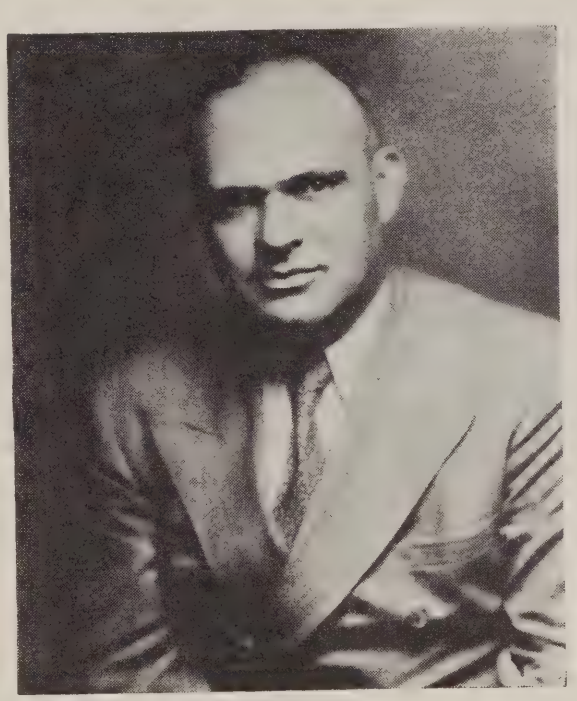
"Maybe," said John Henry. "And maybe not."

"I've been in mud," Mr. Smith said, "from here to the Way-Off-Yonder. I've seen them stuck, and then pull out, but this is worse than Texas gumbo."

"Hit be's bad," said John Henry.

"Mighty bad," Mr. Smith said. "Maybe you've got an idea?"

John Henry looked at the mud, and then he looked at Mr. Smith. And he looked at the folks on the river bank, waiting to see the Circus. Then he throwed back his head and told everybody: "Stand back, all, and gimme room, whilst I gits de Circus rollin'. Mr. Valdo, git dem clowns lined up and start ev'ybody to laughin', 'cause de Circus is fun and de folks won't laugh onless you gits 'em tickled. Mr. Evans, you march out de band and make some workin' music, and ladies, all, climb up dem ropes and start to twist and turnin'. 'Cause about de time I drops my hat and Mr. Blood starts de cook-in' and de ticket wagon opens up and de hosses git to prancin', and de elephants dance and de dogs do tricks and march wid de gi'nt and de midget, we'll have a show before de sun goes down, or my name ain't John Henry!"



Roark Bradford.

Then John Henry dropped his hat and put his shoulder against the wheel and heaved! The band made working music, the clowns made jokes, and the ladies turned and twisted. The elephants danced and the grub piled up, tree-top tall, in the cook tent! The wagons rolled, the tents rose up, and there it was! "The Circus!"

"Look like a miracle!" said Hell Buster

"Look like magic," said Old Aunt Dinah.

"I must er et somethin' dat didn't set good wid me," said the Man Named Sam. "Ain't nothin' kin take place like what I been seein'. Hit's all in a dream."

So all the people in the Black River Country got their two-bits cotton money and bought tickets to the Circus. Hell Buster saw the lions and tigers and elephants and all the varmints, just like in Noah's Ark. Old Aunt Dinah saw the horses and clowns and folks walking tight ropes and swallowing knives and stick-

(Continued on page 55)



William Heyer astride his sensational equine movie star, "Starless Nite."

HORSEPOWER UNDER THE BIG T

By Clem McCarthy

THE SMELL of gasoline may greet you around The Greatest Show On Earth these days, and some of the labor once performed exclusively by horses is now done by tractors—but the horse is still king of The Big Show wherever the billowing big tops spread over the vast acres of America's vacant lots, and flags whip the breeze on circus day.

Horsepower, literally interpreted, has lessened, but horse drawing power has never been at a higher pitch. Horse interest is in the ascendency everywhere, and Ringling Bros and Barnum & Bailey Circus, the "Big Bertha" of the tented amusements, still carries hundreds of fine horses, and its equine a hold their own in competition with the othe the rings, the air and the hippodrome track.

The Tennessee Walking Horse figured pro in the Metropolitan Opera news a year a Robert Ringling loaned one to Helen Tro Wagnerian performances. His name was Ghost" and he made a great hit at the Met. opera season, however, he pined for the the circus band and for the open road so sent back to his first love, the Big Show.

American Saddle Horses, those of weste

n the heavies (Percherons, Belgians and
rles), put snap and smartness into the star-
performance of The Greatest Show On Earth,
g in no less than half the principal displays
ree-hour program. Nay, the horse is not yet
as a stellar performer in the circus.
igh school and menage acts employ the
red, and so do the liberty acts in which the
rearing, drilling horses perform without
id with only the verbal and whip cues of the
er to direct them.
ack riders perform atop the Percherons and
ans, which have nice broad-and-roomy backs
omings down after the goings up, and all the
nts they do while the big horses go at the
canter."
areback riding act the horse has been taught
standard sixteen paces to the regulation 42-
(and 11 for a fast finish) until the ringmaster
n. And you could take the show down around
he'd never vary that gallop. More of horse
you please! It is highly important that the
gait of the horse be regular and without vari-
cause a somersaulting rider needs to know
re the mount will be when he or she comes
e somersault.
cial attraction in the smart horse assemblage
ircus is the "Great Galaxy of *Haute Ecole*
nship." This features William Heyer's sen-
new equine movie star, "Starless Nite," the
horse which appeared in "Sensations of
ith Eleanor Powell and others prominent in
od.
high school horsemanship differs from that
he standard-style horse show in that the pur-
the circus horse acts is to show an attractive
well as a horse! Thus, at times there may
be a flash of femininity on the circus hippo-
ack that a horse show judge might discredit
so apparent as to detract from the horse.
ver, the direct antithesis of this may be seen
owing of "Starless Nite." Here Bill Heyer is
the horse and the best elements of dressage
he eye of the knowing and practiced horse-
is is a precision act which brings to the fore
intelligence of a horse and the masterful
of a man. Not to the disparagement of the
ut here the old saying that "a horse is no
than his trainer" might well be used.
horses are bought today just as the wagon
ought them a hundred years ago. They get
herever they find them. However, the circus
ometimes attend the major sales in search
the individual or type they want. After all, in
as or out, one has to know his horses when it
o the buying of horse flesh.
s which live with the circus and perform un-
big top learn to take the unusual sights and
of the show in their stride. The things that
startle and completely unnerve the average
horse become merely a part of the over-all picture into which fits this noble animal, the circus horse. And this is another tribute to the good sense of these members of the equine family.

As to the period of usefulness of the circus horse—he lives and works as long here as he does in any other pursuit. After all, a horse responds and lives according to the feed and keep and treatment he receives. We knew one circus horse, property of the bareback-riding star, Poodles Hanneford, which was working and still going strong at the age of 24 years.

Some idea of the pulling power of the circus equine contingent, at least on the heartstrings, may be gathered from the story of a scion of a fabulously wealthy family. He loved horses so much that he spent the entire touring season, about eight months of the year, employed as a groom among the work horses. At the



Ernestine Clarke, bareback-riding ballerina performs on a purebred percheron.

closing stand of the tour each year, a costly limousine would drive onto the show grounds and this horse-lover would greet his chauffeur, climb in, wave goodbye to his circus friends, and drive away—to four months of boredom while the big show went into winterquarters!

Whether it is Tommy Cropper clearing a six-foot bar on an Irish hunter, Jeannie Davis and Jerry Hill and Kitty Clark riding thoroughbreds in the menage number or Ernestine Clarke and Giustino Loyal performing bareback on stately percherons and Belgians, the horse is as important in the Big Show as he is in a Rosa Bonheur painting.

In conclusion, as all things of the flesh must someday pass on, the loss of a circus horse through sickness or accident casts a gloom cloud from the "front door" to the "back yard." Nothing is prized more highly by circus folk than a fine, loyal, intelligent horse.



The World Famous WALLENDAS

THE CIRCUS CATCHES ITS BREATH

EN THE CIRCUS, pristine prototype of perpetual and gaiety, has to stop for a shot of winter na."

s transfusion takes place at circus winterquarters rasota, Florida, where the long trains of the test Show on Earth" come to rest in November. ead of settling down to a winter rest in this n spot of southwestern Florida, the circus ma- ry shifts into high gear again and starts working rd the next tour.

e close of each tour really is the beginning of ext. Acts demanding the skill of big-top artists f trained animals go into rehearsal. New canvas rked up into the forty-odd big and little "tops" comprise the tented city. New wagons and floats uilt and others reconditioned. Railroad cars go gh the shops.

w seats and props and poles and stakes and rig- are on the list for winter work and finally every- is painted from stem to stern.

hearsals begin in earnest about March first and rough diamond that is the circus "with its hair n" becomes polished into the glittering gem that es its initial bow amidst the comparable setting ew York City's Madison Square Garden on an l evening.

rcus people never say goodbye at tour's end when and plays "Auld Lang Syne." Instead, they say, you in the Garden in the spring."

the show trains are loaded in late March and troupe prepares for the "run" up the east coast through Dixie and the nation's capital and on into Manhattan, the long tiresome winter months slip away and the wheels click out the springtime promise on the rails—"Garden in the spring, Garden in the spring, Garden in the spring. . . ."

Left behind are two more trainloads of tents and seats and baggage wagons and cookhouse and other physical equipment not yet finished and not needed until the indoor engagements of New York and of Boston are over. These units will meet the rest of the show (the complete performance, wild animal menagerie, sideshow, etc.) at the first stand to be played under canvas. This usually is Washington, Philadelphia or Baltimore. Thereafter, the colossus of the amusement world moves as one vast entity and exhibits in its absolute entirety wherever it goes.

But up ahead, as the show trains roar up from the southland, is the biggest city in the world—fitting opening stand for the greatest show on earth. The trains are unloaded in the Mott Haven Yards and city folk are startled out of their wintertime lethargy by the incongruous procession of horses and wagons, of scores of elephants and camels and zebras enroute through the streets to Madison Square Garden.

In a few days, final rehearsals are over. The opening-night crowd streams through the doors and into the vast arena. There is a timeless moment in which the whole show seems to draw a breath deep enough to last until next November. Then FANFARE! The show is on and the cycle is complete once more. It's "the Garden in the spring."



Scene at the Sarasota, Florida Winterquarters showing some of the

CIRCUS DAY AROUND THE CLOCK

When Your Town Is A One-Day Stand



"The First" or "The Squadron," the first of the four, long Ringling Bros and Barnum & Bailey circus trains to arrive in your town, starts to unload its cargo—menagerie cages and cookhouse wagons and trucks.

Truck hauled wagons, containing cookhouse and dining equipment, and rolling motor ranges complete trip from "runs" (unloading crossings) and reach show lot.



Cookhouse and dining tents are raised—"Hotel Ringling." 174 men preparing breakfast. Second train arrives at runs.



"Ham and eggs! Hotcakes!" Breakfast! "Come and get it!" Horse tents in the air.



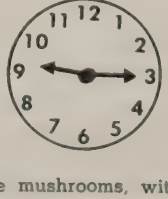
Third train steams onto siding. Stakes are driven for menagerie, big top, sideshows, dressing and shop tents. Wagons rolling on lot.



Poles for big top, menagerie and other tents raised. Unlo canvas from wagons starts.



Crews start lacing canvas middle-pieces and round-ends toget "making canvas." Fourth train arrives—maybe. No hurry wit mostly staff and performers. (Brass and Art.)

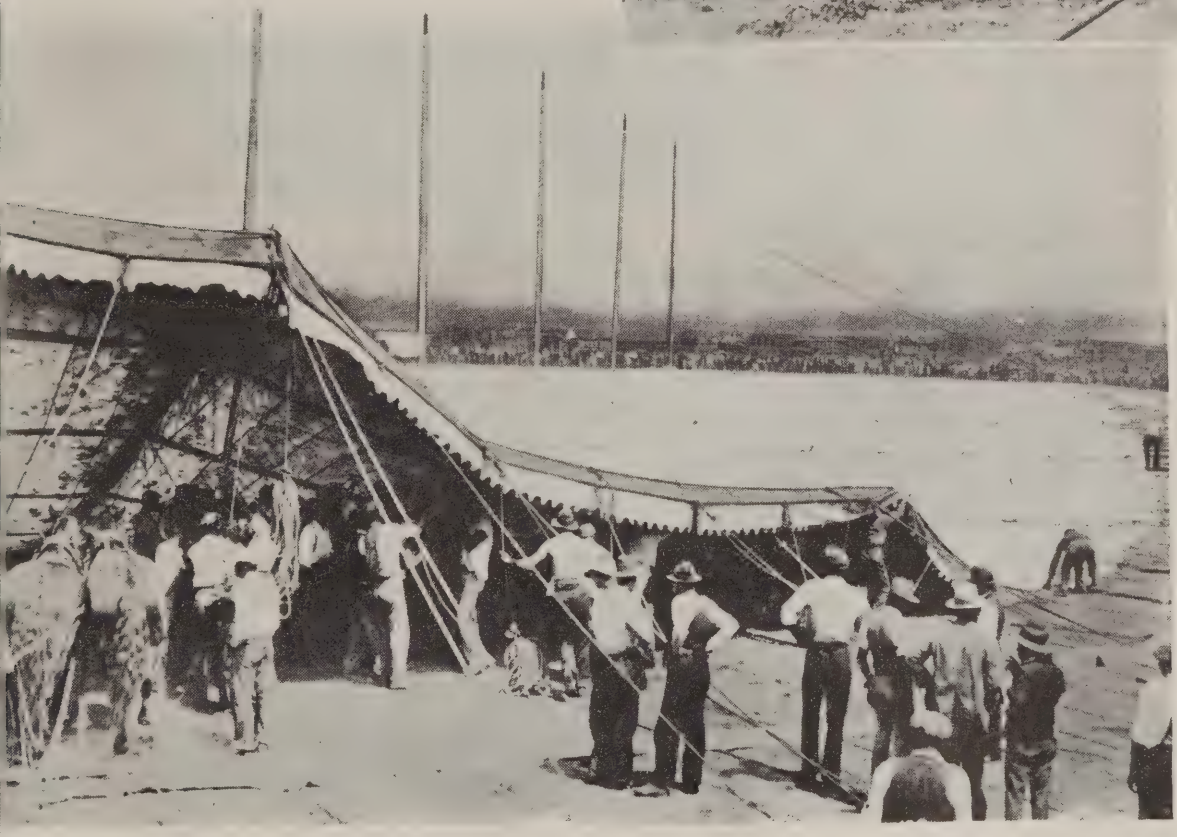


Great tents rise—massive mushrooms, with horses and eleph hauling aloft the peaks adding to the conceit of fantastic l Thump: row upon row of trunks are spotted in the dressing r of performers.

Cages spotted and trimmed by working elephants in vast menagerie tent. Sideshow banner lines ranged along midway; sideshow interior stages installed; ringbanks, stages, aerial riggings placed in big top; doctor's tent erected; blacksmith and shop tents set up.



Grandstands and bleachers erected in big top, chairs aligned tier by tier by waves of men. Orderly chaos resolves into quiet and symmetry in steel, cordage and canvas. "The flag's up" for lunch.



Sideshow talkers orate its opening. Ticket wagons on midway raise windows for Big Show patrons. Tented refectories serve soft drinks and hot dogs to throngs. Circus Day!

"DOORS!" The gates to the Big Show via the menagerie are opened to the expectant crowds. Gargantua the Great grunts his displeasure and naps, the stinker! Toto chuckles.

Big Show band, Merle Evans directing, gives concert in big top.

The performance of The Greatest Show On Earth begins—at 2:15.

PM

Dinner is served, with special eating preview for sideshow artists at 3:00. They must be ready for "big show come-out." All others off duty, including performers, start as per schedule.

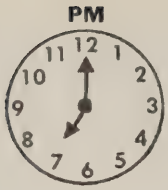
Matinee performance over. All others eat now.

PM

"Hotel Ringling," cookhouse and all, razed and loaded in trucks and wagons. Cookhouse truck and wagon trains haul off lot to runs. Performers practice in big top. Horse and animal acts too.

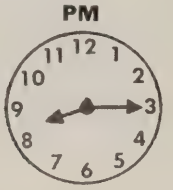
Cookhouse trucks, rolling ranges and wagons loaded on "First" at runs.

(Continued on next page)



Main Entrance "doors" thrown open for night performance.

Big Show Band Concert.

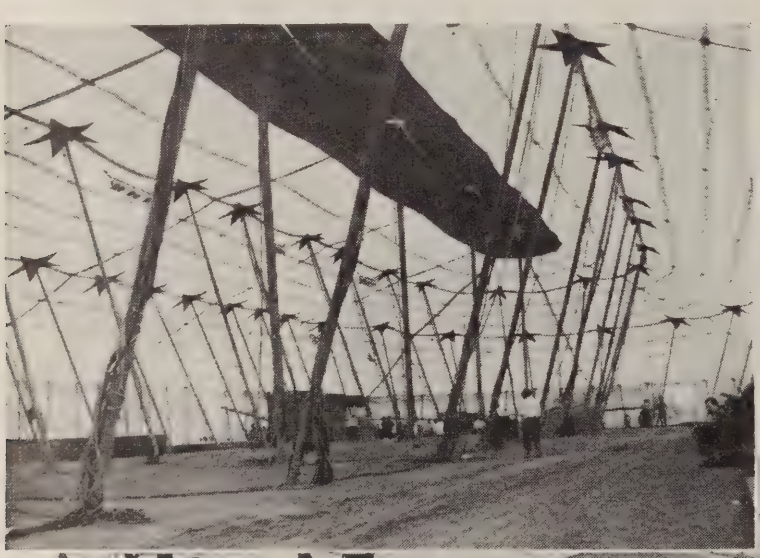


The Big Show night performance starts.

Menagerie cages and lead stock leaves menagerie tent.

Menagerie lowered, packed and loaded into wagons.



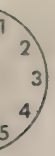




Menagerie area cleared and menagerie ca cade leaves for the runs. Sideshow dismantle

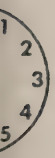
Menagerie cages and wagons loaded on railroad train.





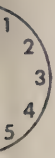
"The First," the first railroad train, with the cookhouse and dining departments and the menagerie, except the elephants, rolls out of town. Tomorrow's another circus day.

The night performance is over. The pundits and the crowds depart.



The big top is filled with the thunder of a falling world, a world tumbling in regimented rhythm and sequence into rumbling wagons and trucks that roll from under acres of sagging and looping canvas. Small tents fade into the night.

Sideshow loaded at runs.



The big top—a great, grey moth, flutters in gigantic, grotesque convulsions to the earth. Men swarm over it unlacing and rolling its flattened sections. Cranes swing the huge bales into wagons. Searchlights sweep the lot.



The big top and dressing room wagons, strung behind power trucks roll down the streets toward the runs.

The big top pole wagon—the last off—leaves the lot, its crew gathering up the street corner guiding flares as it rumbles to the runs.

The second and the third trains are loading. The "Second" soon starts along the sidings to the main line and is away.



All trains have departed, with the possible exception of the "Fourth," which with its load of big top stars and featured performers, its talent and its acumen, moves in dignity and majesty without unseemly haste.

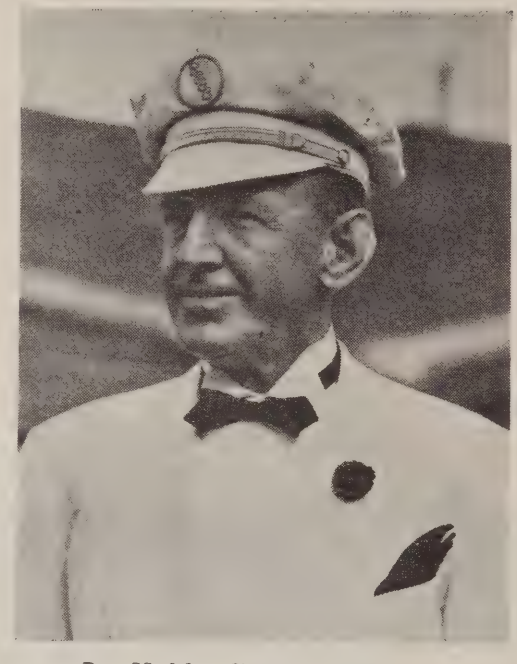
TOMORROW IS ANOTHER DAY
ANOTHER CIRCUS DAY
IN ANOTHER TOWN



NICE WORK AND LOTS OF IT

By Frank Braden

HE can find somebody he knows in every city of any size in any country you care to mention, from Moscow to Sidney, from Bombay to Paris, from Stockholm to Shanghai. But better than that, when he steps down a gangway in Naples or Singapore in cold, dreary drizzle or slashing, tropical downpour, feeling blue and lonely, there's always a cheery "Hello, Pat! How's the lad?", for Pat Valdo, general personnel director of the Ringling Bros and Barnum & Bailey circus, is also its talent scout, and hundreds of globe touring acts that have been with the Big Show at some time or other form a network of greeters the world over to meet him at every port and at every railroad station.



Pat Valdo, General Director, The Greatest Show on Earth

Pat would have a heck of a time trying to take a run-out powder because he is the antithesis of The Man Without A Country. And feet-on-the-ground Binghamton, New York, boy that he is (it's Patrick Fitzgerald among the folks there), he is a man, after a manner of speaking, with a country at every port. Let him try to slip incognito into the Cafe Tobac, Paris, or the Cafe Amadori in Brussells, or, in the old days, the Kleine Scala in Berlin, and he's up to his ears in performers who have worked with and for him. So Pat will never be keen to abscond with Gargantua the Great, or Toto, or a big top center pole. The guy's just got to stay straight and enjoy his prestige and popularity with The Greatest Show On Earth and all who know it. He could no more hide out than could Douglas MacArthur.

Pat's career has naturally been nomadic, and nomads have been his friends and fellow workers. He left Binghamton to bust plates and toss Indian clubs as a clown juggler in vaudeville. His make-up was striking—simon-pure, Harlequin, white-face clown. His act must have been good, for he kept working, and on big time bills, too.

One night John Ringling and Fred Bradna, equestrian director of the Ba Bailey circus, caught P "That make-up is real said Ringling to Brad backstage and sign hi was easy as that, and he knew it, Pat was po the show's press agen pretty girl fliers and rid elephants for newspap magazines and clowni head off in the rings and stages of the big t learned that a gag pulle tervals in a circuit of the drome track was like a to-coast tour on the Pa but he learned about the too. In fact, he learned that he found himself the performing personn few short years, bossing, ing, timing, directing c in acts and displays, fitting this into that and th this and all the time growing into an al fresco manager on a stage as large as Times Square

Close pal of Bobby Clark, when today's fo stage comic was a Ringling Bros' clown, Pat in some of the dreams that Bobby has mate on Broadway. Bobby, Paul McCullough an indulged in many earnest huddles in those brave days when the century was young, a Pat's progress into working chief of staff to th duction boss of the Big Show seems, in hind always to have been as inevitable as the ou of a 4-horse parlay. But, where such a parlay uates in a feeling of frustration, Pat's progress front as the undisputed king of high salaried among circus and outdoor production experts been gratifying, eminently successful and wel nished with the admiration of show business a the globe.

As you may guess, Pat's been around, althou common knowledge that he's never seen Yellow Park. Anyway, as of today, James A. Haley, pre of Ringling Bros and Barnum & Bailey, has give the double accolade—the title of General Direc

(Continued on pa

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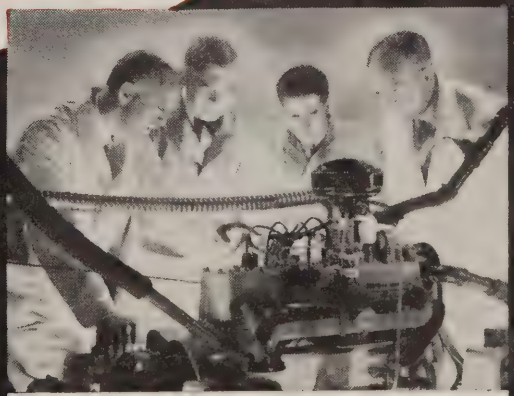
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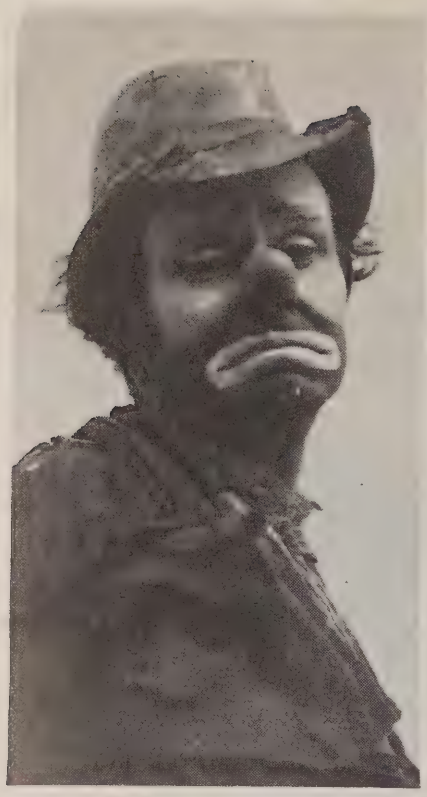
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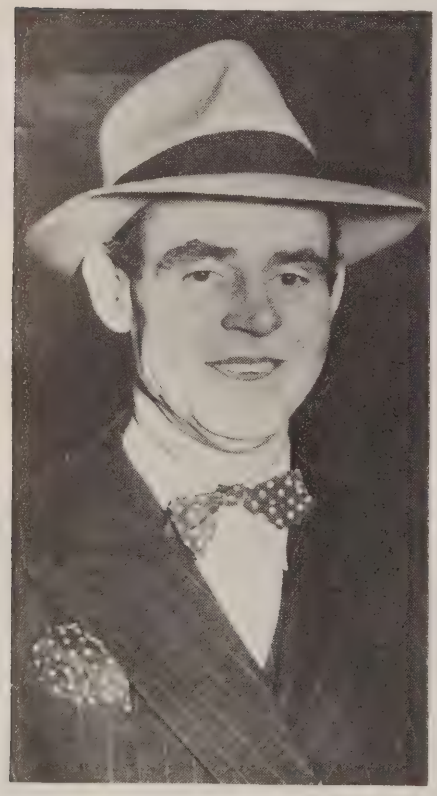
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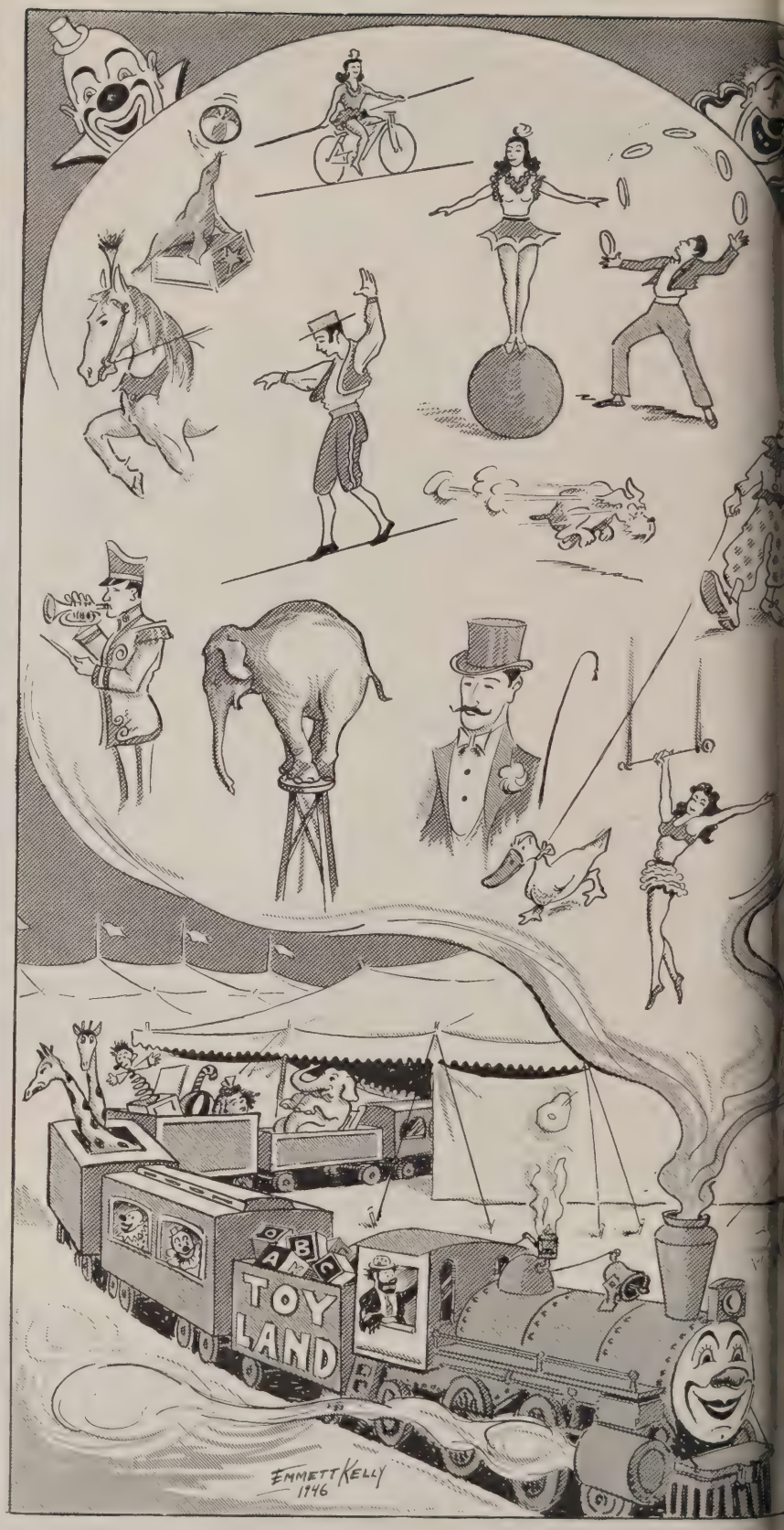


Continuing tests plus 35 years' experience designing complete ignition systems, enable Auto-Lite ignition engineers to maintain one high standard of quality in every Auto-Lite spark plug.



EMMETT KELLY
In make-up and straight face





EMMETT KELLY'S tramp characterizations are so realistic that he figures most of the circus spectators think he actually is a "knight of the road." On the contrary, Emmett is a versatile Kansas-born, Hoosier-raised gent whose original forte was cartooning. He created a tramp character named "Weary Willie" for a mid-west syndicate and later, after becoming a circus trapeze performer and thence a clown, he dec to impersonate his own cartoon. The way you see today is the result. His pantomimic artistry has tivated European as well as American circus-g For relaxation, he still draws and his pen-and conception of the 1946 Ringling Bros and Barnu Bailey Circus is presented above.

ou'll like Burry's SIMPLE SIMON

Mix



Now— there are four . . .

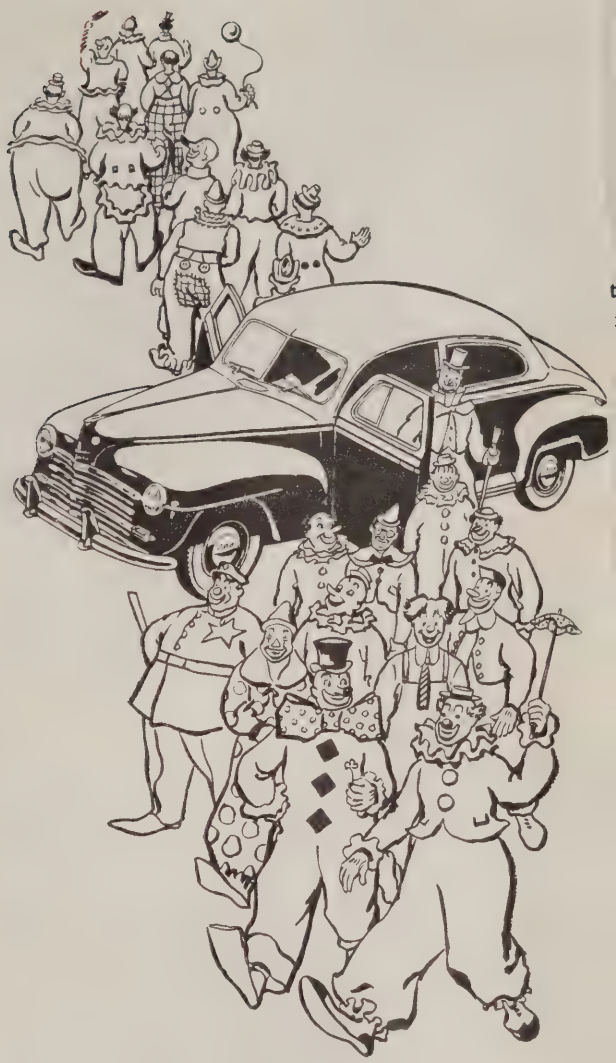
Soon— there'll be more!

URRY BISCUIT CORP. Elizabeth, N. J.



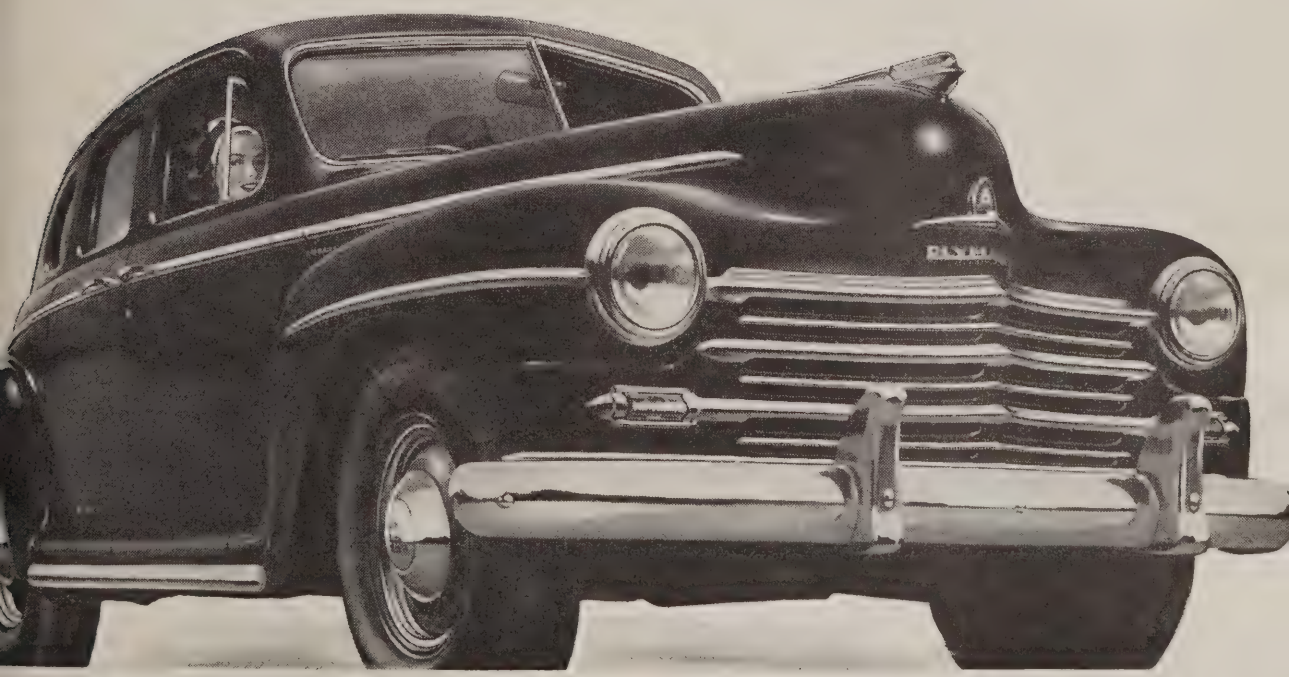
Mr. and Mrs. GARGANTUA The GREAT, the world's most famous gorillas. Gargantua is now fifteen years of age, and Toto (lower right) is fourteen. Gargantua weighs over 550 pounds, stands 5 feet 7½ inches and has an arm stretch of over 9 feet. He is now well over a yard broad at the chest. Toto has weighed 445 pounds for the last several years, and, although she is now a little taller—4 feet 10 inches—she weighs no more.

oomy, isn't it?



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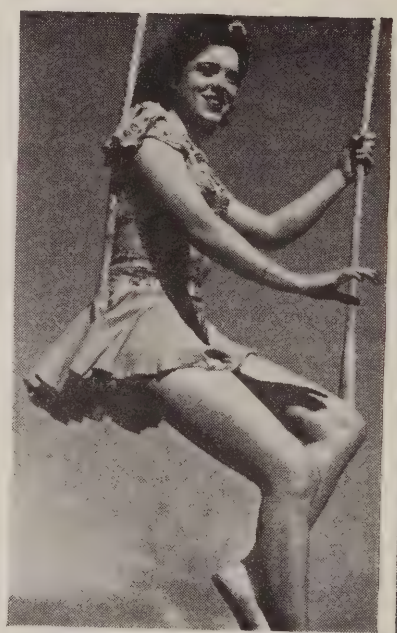


PLYMOUTH BUILDS GREAT CARS

PLYMOUTH



.UTIES OF THE BIG TOP—Lalage (top), Joyce Fay
ıt center), Pat Cartier (center), Kitty Clark (lower
right), Jerry Hill (lower left).











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(Left) The famous "Eveready" battery No. 467 for camera-size portable radios gives more hours of service than any other battery of equal size. *(Right)* The tiny 15-volt "Eveready" Hearing-Aid battery—only 1½ inches high. This is one of the developments that made possible the new lightweight single-unit hearing aids. For *all* types of hearing aids, "Eveready" batteries give you the most economical power—save you money.

The trade-marks "Eveready" and "Mini-Max" distinguish products of National Carbon Company, Inc.



Roland Tiebor patting Dolly approvingly after a juggling trick.

PRIMA DONNAS OF THE CIRCUS

By F. Beverly Kelley*

SEA LIONS are the real prima donnas of the circus. No circus animal is harder to train or more temperamental in the ring. And none pays off more richly in delighted audiences.

This breed of "lion" doesn't roar; it roarks. The customers do the roaring when Roland Tiebor's sleek whiskered actors go into their routine for Ringling Bros and Barnum & Bailey audiences. And not even such famous clowns as Emmett Kelly, Felix Adler, or Lou Jacobs get the belly laughs that roll out for Frisco, the sea-lion comedy queen.

Frisco is a CLAMOR girl, the Betty Hutton among sea lions. Roguishly she tries to gum up every trick that her colleagues, Dolly and Johnny and Dewey, attempt. She rushes in greedily every time one of her playmates is rewarded with a piece of fish. When she succeeds in spoiling a trick, she applauds her slapping her flippers frantically. She behaves while Johnny does the sensational "muscle but as soon as Dolly has played an orthodox A on the horns, Frisco gallops in and does it in time.

Sea lions look like natural jugglers and equil Nearly everything they do looks as though th doing it for fun. And when they applaud them at the end, you'd swear they were born balanc one flipper while tossing a colored ball arou their snoots.

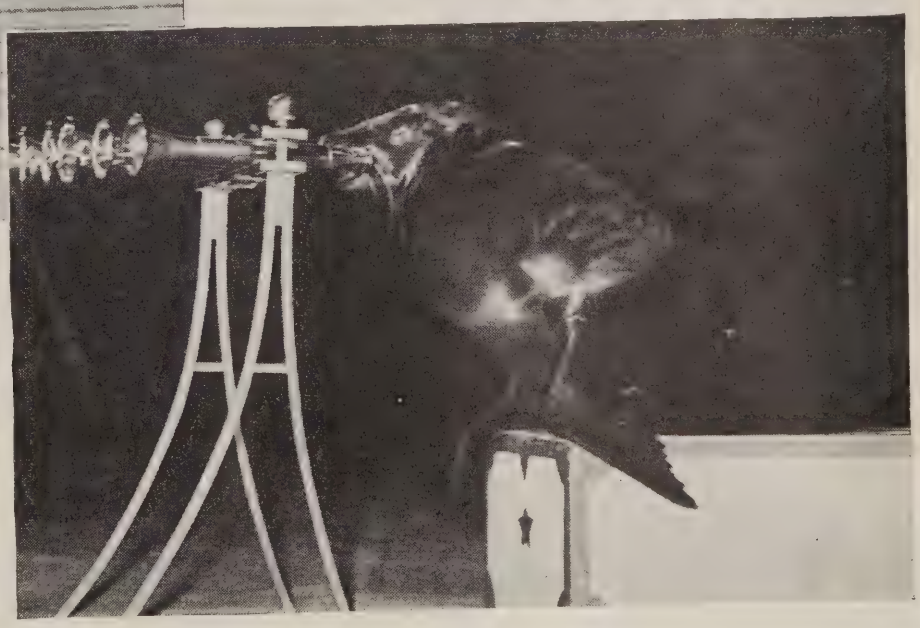
But, for the sake of the record, it isn't so sim that—quite. Back of the act's easy perfectio months of tedious work, spiced always by the c that the trainer will get his hide punctured by a

*Reprinted through courtesy of Liberty M

te. Roland Tiebor, his brother, and their dad, recently have trained about 120 of these intelligent creatures, and the brothers swear of their charges just about had its whiskers the first time it saw a colored ball.

ery first thing you have to do is talk to ebor explains. "They really get so they d words. Here, I'll show you," he volunle his shiny actors lie stretched out for a





ons ambling along on their rs from "dressing room" ge. Frisco (right) blowing opation through his nose.

shadow passing the window at training quarters will frighten them for days and thereafter they'll keep looking for it. "We get terribly discouraged," Tiebor admits, "because they learn so slowly and so many little things distract them. But then one day we'll be working with them and suddenly there is a show of improvement. Occasionally a sea lion will decide it knows enough, and any attempt to give it a little 'higher education' gets you a bite or two on the hand or leg. Gosh, they're tough! It takes three weeks at the beginning just to teach them not to bite you!"

Recently Johnny, the biggest animal in the circus group, slashed Tiebor's leg, but escaped punishment because he did it for Dolly's sake. Dolly, a luscious brunette, had an infected flipper and Tiebor had to lance it. The pain made her bite her trainer's hand and her scream brought Johnny to her assistance.

"Funny thing about that Johnny," says the patient Tiebor. "He always teased Dolly so much I never thought he had any affection for her. When he thought she was being harmed, he showed he cared."

Twenty minutes twice a day is rehearsal limit. After that, sea lions begin to tire and often lose their tempers. Tiebor and his assistant, Francis Hogan, have been bitten often. If a sea lion is to be punished, it must be done at once or the animal won't know why.

You don't dare protect yourself with anything but fast talk and fast footwork when sea lions attack. If you slap them around, they'll fear you, and all the tedious training will be undone.

In the first stage of training, Tiebor partitions off a new pupil and day after day tries to coax him out of the cage to join his fellows in the training arena—sometimes a two-week job. The next thing is to get the animal to climb up on his box. Then a small ball is held against the sea lion's nose (otherwise he'll rip it to pieces) until he learns not to fear it. Finally,

(Continued on page 54)

I'll just talk along with you like this and then erybody can go in the water except Dewey'

! The troupe makes a rush for the tank and winkling of a flipper everybody is frolicking ater. Everybody, that is, except Dewey, who ing hopefully at his master. After a little more ation, Tiebor injects the remark that "Dewey in, too," whereupon the fourth member of the lops joyfully into the tank.

ions are so timid and nervous that even a



Con Colleano the Toreador of the tight wire.

NO FLIES ON THIS STAR

PEOPLE who marvel at the lightning speed and grace of Con Colleano, the toreador of the tight wire in his dancing, tumbling, somersaulting feats in the middle ring of the Ringling Bros and Barnum & Bailey circus, may like to know how this Irish-Spanish-Australian-Brooklyn-born star acquired it. Con's grandfather, Australian circus owner and amateur sparring partner of the famous "Young Griffo," had Con as a boy sit at a table upon which was placed a saucer of sugar. The boy's job was to catch all flies in his fists that tried for the sugar. That took care of Con's and left and right hands. For footwork, the old g gave the boy a skipping rope and had him it in and out of a row of eggs. That was how his gr father trained with "Young Griffo," and that's Con became the greatest of all tight wire artists. flies helped the most," says Con. "They really me the 'eye' for the forward somersault." Con bro that into the world, you know. Nobody had be believed it possible.

The famous
P. T. BARNUM
opened here in 1873

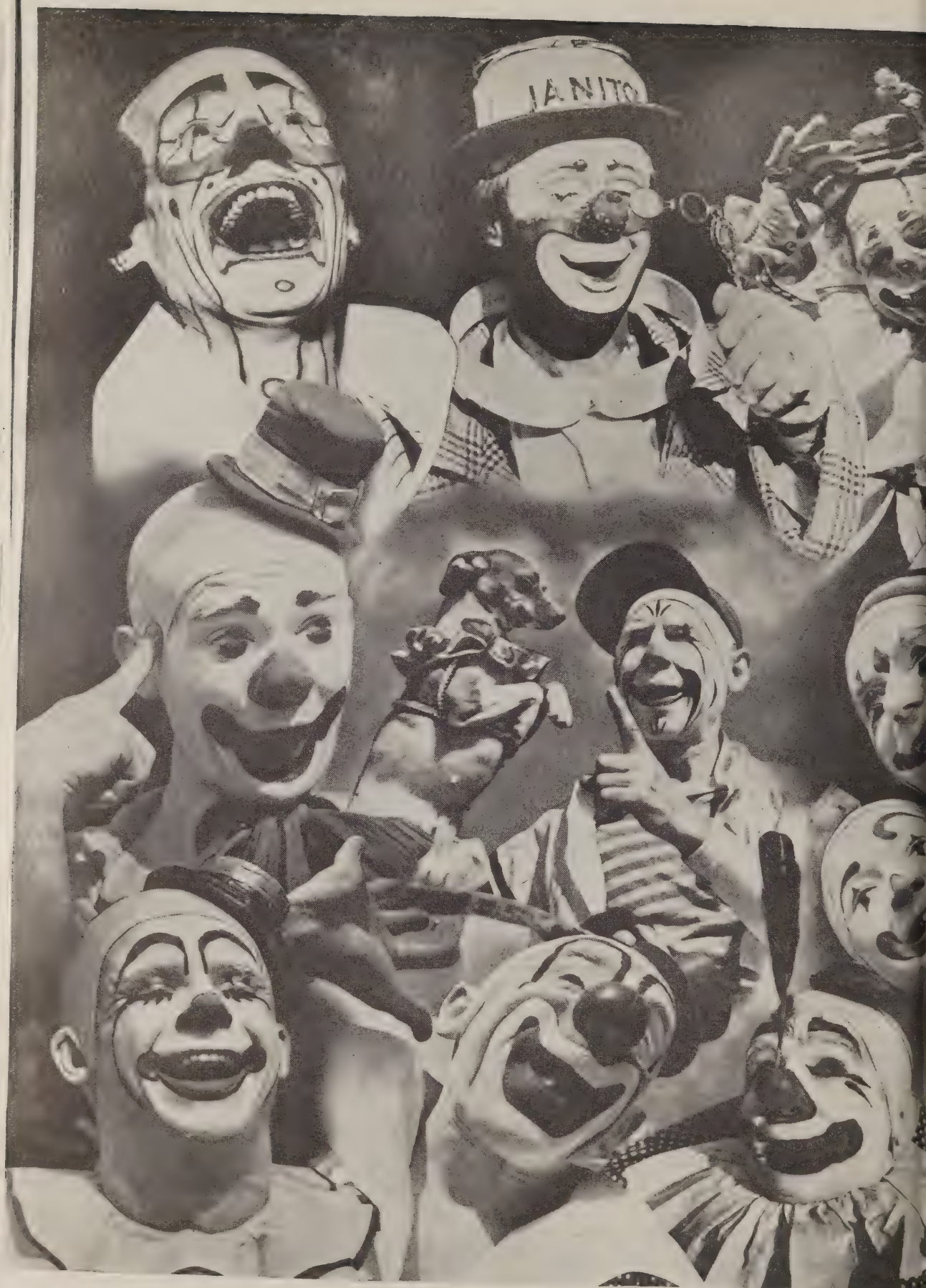


FIRST MADISON SQUARE GARDEN—*A rare photograph of the original Madison Square Garden at 26th Street and Madison Avenue as it appeared in 1876, just 36 years after the founding of Park & Tilford. The second Madison Square Garden was erected on the same site in 1890. The present Madison Square Garden, at 49th Street and Eighth Avenue, was opened in 1925.*

FOR MANY YEARS the northeast corner of Madison Square Park, in New York City, was the passenger station of the New York & Harlem Railway. After it was abandoned by the Railroad, P. T. Barnum, the famous showman, erected a Roman Hippodrome here in 1873. In order to protect the large tents, he had four walls constructed and let the big canvas, for circus atmosphere, serve as a roof. Here he came on his annual pilgrimages each season to delight the people of New York with the wildest animals, the most daring and dazzling feats, the tiniest, the tallest, the fattest, and the leanest curiosities he could recruit. Today the Great Show still goes on, under the name *Ringling Brothers and Barnum and Bailey*—another American institution.

PARK & TILFORD

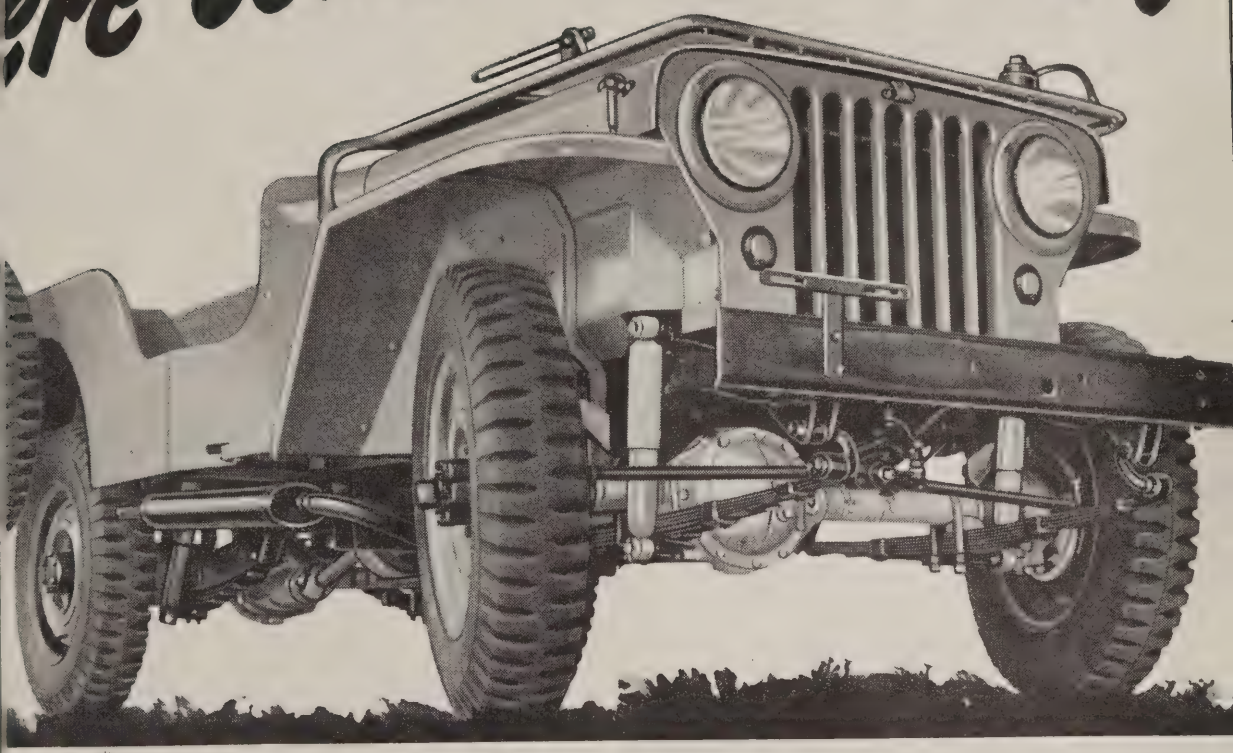
An American Institution Since 1840



The Circus wore its war paint on the faces of its clowns, front-rankers in the nation's morale effort. They helped reknit tattered war nerves of busy specta-

of this world" environment that only the circus a
If circus clowns received service bars for war
rallies, trips to hospitals and orphanages, they
wearing them from wrist to shoulder

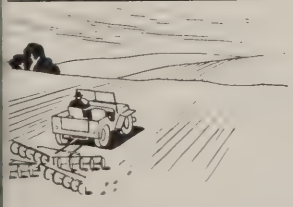
ere come the JEEPS!





YOU'LL SEE THEM IN THE CIRCUS...

...pulling heavy cages and wagons...speeding around the showgrounds on hurry-up errands—almost as strong as an elephant...as easy to drive and turn as a circus horse!



YOU'LL SEE THEM HARD AT WORK...

...on farms, pulling plows, harrows and mowers...running feed mills and buzz saws—in industry, towing trailers or hauling ¼-ton loads... taking men and supplies to the job, on or off the road.



...AND THERE ARE MORE 'JEEPS' COMING!

Willys-Overland is putting "Jeep" power, thrift and all-around usefulness into *other* vehicles, too—each a blood-brother of the world-famous fighting "Jeeps." When you drive them, you'll see that we have adapted the "Jeep" to your *needs* today...why they all add to the Willys-Overland record for dependability, quality and value.

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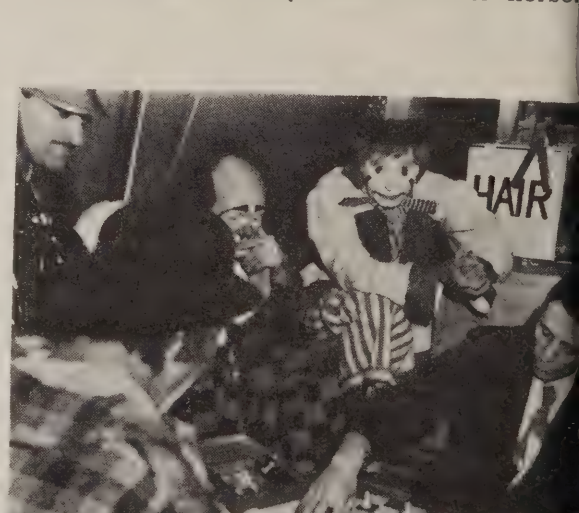
Giustino Loyal executing a full twisting somersault through a hoop from horse to horse.

GIUSTINO Loyal, vaulting, somersaulting, rocketing whirling-Dervish of the "resin-back" world, did not reach his star rating in an overnight leap. This fair, lithe, flashing figure is the product of five generations of bareback riding work, achievement and supremacy. He came to the pinnacle the hard way, the European family traditional way: training and practice, practice and training, night and day, year in, year out.

It was Eugene Loyal, veteran color sergeant in the famous Old Guard of Emperor Napoleon I and a survivor of the retreat from Moscow in 1812, who founded the Loyal family circus in France, Eugene, and his Russian wife, Maria Repensky. It was Napoleon himself who gave Eugene his start with a magnificent gift of tents and horses. This was fitting, for Loyal had been a hussar until the Man of Destiny had chosen him for his crack household corps, The Old Guard.

Through the generations, the Loyal family fought its way to the bareback riding heights, allied by marriage to Russian, Italian and French artists, but always keeping the Loyal name in headlines.

They helped reKin [illegible]



Giustino is well known in circus colonies the over for his hobby, chess. He is an expert, a though he often plays with the Big Show's champions, he takes it all seriously. He never c And he generally wins.

re is the

ngmaster

he Circus



FRED BRADNA

Ringmaster, and his Longines Watch have the important job of timing "The Greatest Show on Earth." Every act is timed to a "Longines second" to fit together into one smooth, thrill-packed spectacle.

Longines

The World's Most Honored Watch

winner of 10 world's fair grand prizes, 28 gold medals, and more honors for accuracy than any other timepiece

A Longines-Wittnauer Product



LONGINES-WITTNAUER WATCH CO., INC.

New York Montreal Geneva

BOBO and BINKY

by Jack Romer—



(Continued on page

Star PERFORMER



Nothing like Cocoa Marsh for delicious, chocolaty milk drinks that children acclaim



Yes Cocoa Marsh is a star performer in getting your small folks to drink that all-important quart of milk a day. Take a tip from thousands of delighted mothers. Just add extra-chocolaty, extra-delicious Cocoa Marsh. They'll drink every drop and ask for more!

You'll be glad to know also that Cocoa Marsh supplies an important health-bonus of added Sunshine Vitamin D and Iron. Made with cane sugar syrup, it mixes with milk in a jiffy. Yet it costs only about a penny per serving—for just a tablespoon of Cocoa Marsh makes a full glass of milk rich with good, deep-down chocolate flavor. Hot or cold, it's grand!

Use tasty, chocolaty Cocoa Marsh as a luscious topping for desserts, too—it gives that "party" flavor. Next time you're at a food store, get Cocoa Marsh, the star of chocolate-flavored syrups!

A Taylor-Reed Quality Product



THOSE RANGES GO ROLLING ALON

THEY'RE HOT! They're delicious. They're twice as good as any ever tasted indoors and even better than the crisp, brown honeys mother used to make. What are they? Circus flapjacks, Big Show flapjacks, matchless concoctions when eaten smack off the griddle in the dining tent of the nomadic "Hotel Ringling." The fresh morning air of the Ringling Bros and Barnum & Bailey circus lots may have its bracing effect on the breakfast appetites of the 1400 people who troupe under the Ringling banner, but the real magic is in the savory hot cakes themselves and in the keen know-how of the chefs who toss them so expertly on the new oil burning rolling ranges of the show—ranges in fabulously appointed trucks that whiz from the railroad trains to the show grounds, just as do the Army's, for nowadays the circus follows the Army's lead in the rolling kitchen business, whereas, before the First World War, the leading armies of the world copied and adapted the handy field ranges of The Greatest Show On Earth. But that's old hat, the old, but true, story of the Kaiser's officers traveling with the circus in Europe and adopting its wood burning cookhouse pets and its methods of unloading long strings of double-length flat cars.

And the flapjack and general cuisine skill of the 174 chefs, assistant chefs, bakers and pastry artists, who work for George Blood, superintendent of the cookhouse and dining departments of the Big Show, super-imposed upon the bustling background of adroitly scurrying waiters, bus boys, dish machine operators and general utility s (many of them entitled to combat-starred ribb European, African and Pacific theatres) is fu hanced by the remarkably swift and abunc ciency of these rolling oil burners, which ba and fry, roast and mystify simultaneously. It i treat to watch Archie Blood, brother of Geo the latter's assistant, walk over to the baki on the two miracle trucks in the center of t





Waiters, chefs, bus boys—just l any hotel or restaurant—serving p ing hot meals and mighty fillin'.

tent and yank out 52 beautifully browned, suc pies at one and the same time. Cakes and puddings and custards pop out of the compart in bewildering and savory multitudes, for G Blood feeds some 1400 people back with the three times daily, and 4200 meals a day—and best—add up into powerful cookin' and eatin' i body's books.

Boss Man Blood had his troubles during the r ing years, with his mobile restaurant makin grade when city maitres de hotel and chop managers despaired.

(Continued on pa


Relax with a
MARXMAN
The Pipe of Rare Distinction
of discernment look for the MARXMAN
e on the pipes they buy. This name spells
owness, sweetness, fine and rare smoking
ities. It spells pipes designed by skilled
smen from selected, aged briar roots into
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avoided and each pipe is individually cut,
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The MEL-O-BRIAR . . . great favorite with thousands
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craftsmen. Fashioned of thoroughly aged, carefully
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The SUPER-BRIAR . . . a pipe of matchless beauty.
a piece of briar is selected for its perfection of
n pattern . . . the grain heightened to enamel-like
othness and brilliance by careful rubbing and pol-
g. Available in your favorite shape. $5.00
The BENCH-MADE . . . imported, seasoned briar
fully and skillfully carved by hand into a pipe of
distinction. Typical of fine pipe craftsmanship by
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Youth will be served

When your choice is between plump, juicy fruits and vegetables and a slightly withered version of the same — no question which you'll go for. . . .

Today some of the plumpest, tastiest products of the soil may be weeks old. Over the protective rind or skin provided by nature, man has applied an invisible outer "skin" that seals in juices and vitamins . . . keeps the fruits plump and fresh.

Scientists at Shell's research laboratories developed a "carrier"—a solvent that evenly distributes the protective coating, then disappears . . . leaving no trace of odor or taste.

Everybody benefits. The grower is no longer penalized by shipping delays . . . the dealer's last half dozen in a crate of lemons are as salable as the first . . . and most important, *you the user* benefit—through the "garden freshness" of your purchase.

Shell's solvent for this purpose is only one of dozens which Shell produces in vast quantities from petroleum to help bring you better products: fine modern finishes . . . tires for your car . . . edible fats and oils . . . linoleum . . . the "printer's ink" of type and pictures in your favorite magazine.

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. . . a remarkable new Shell Gasoline

Just as numerous solvents are Shell originals, Shell Research has brought you a remarkable new gasoline. Your motor will prove to you, with your first tankful, that the New Shell Gasoline is *4 ways better*.

SHELL

Horizons widen through Shell Research

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"Have a Coke"



It's the
friendly
high-sign

ELSIE'S SECRET AMBITION

By Monte Sohn

IDE, in the warm Sarasota winter sun, a dozen
ts were laboring at their lessons. They were
to samba. Trainers and handlers were noisily
the teaching.

here all was relatively quiet. The vest-pocket
as cluttered with masks. A mask of little Lulu,
Rabbit, of Popeye and Mickey Mouse. There
small table and a huge mound of modeling
nd boxes and trunks.

as space for just two
in the center of the
ear the window; Paul
aster modeler of the
and — seated before
a simple wooden
Elsie the Cow.

sh you wouldn't fidget,
' said Paul. "Can't you
our head still?"

kept her head still,
went right on talking.
ld think it would be
wonderful fun," she
rily, "just entertaining
in a tent."

nodded. "That's what
l say," he said, making
cularly deep jab in the
ng clay he was shap-
to the form of Elsie's
"But it's hard work.
d hard work. Even
you have talent."

e the Cow beamed,
body has talent," she said. "You just have to
ur mind to it and think up what you can do."

sculptor stopped his modeling. "You talk like
," he said. "Entertaining crowds isn't just riding
d on an elephant, you know," he said.

lon't think I would enjoy riding an elephant,"
lsie, "even if I was covered with rubies and em-
and feathers. But I'm sure I could catch things
mouth like a sea lion or run around a ring like
white horses, letting pretty girls jump off and on
ack. What do they pay those horses?"

l laughed. "I never heard of paying a horse,"
e. "We just feed them and keep them looking
iful. And they never complain. Besides, what
l a horse do with money?"

ell," answered Elsie, "I bet it would be a thrill
em to pick out their own hats and buy their own
oidered blankets and take their families to the
es now and then."

l looked at her, astonished. "Who ever heard of horses going to the movies?"

"I was in the movies," said Elsie, "and I was a star. The only thing wrong with it," she went on, "they didn't give me a speaking part. People just talked *about* me."

"But what could you do in the circus?" Pat inquired, pressing out a horn in the mass of clay with a modeling tool.



Paul Jung and some of his Character Heads produced in his "Laugh Factory."

"Do?" asked Elsie, "I think a talking cow would be sensational. People would come from miles around to hear me."

Paul snorted. "They come from miles *and* miles around, right now, *without* a talking cow," said he. "What could you say to them that would make them come from miles and miles *and* miles around? Talking isn't enough in a circus. *Doing* is all that counts, Can't you please talk without bobbing your head all over?"

The face was taking shape now and gradually the sculpture of the Elsie mask for the circus parade took form.

"Please make me just as beautiful as possible, won't you?" Elsie begged. And then she fell silent.

Everybody wanted to get into the circus. They always did. It was an old story to Paul. But when you came right down to it, they had the idea much too late in life. You have to be trained for it from the time you're a baby. But he felt sorry for Elsie.

"If only you were trained to do something—something daring and dangerous, like Con Colleano. But I bet you can't even walk a tight rope or play the trumpet like the sea lions."

"I could be the most sensational thing any circus ever saw," Elsie answered, "Con Colleano, Pooh—" she continued. "This thing that I could do if I just had time to practice up would bring people by airplane to see me."

Paul made a wide smile in the mouth of the Elsie head he was sculping. "They don't pay any more to get into the circus whether they come by airplane or oxcart," he said, "and I wouldn't go around making noses at Con Colleano if I were you. He's liable to get mad and wrap a wire around your neck.

(Continued on page 61)



Checkered table cloths cover the tables—every one is assigned a place at table.

(Continued from page 32)

"How do you do it?" they asked him.

"Just like you do," explained Blood. "The only difference between you operators and me is wheels—railroad train and truck wheels. I roll and feed the same people day after day. You stay put and feed streams of transients. The old circus system gets me by—that, and the good will of officials and dealers in the cities we play. There's no black market in our system—just sunrise marketing. Archie and I shop early and look ahead smartly."

George runs the "Hotel Ringling" like a Swiss watch.

There was one Fall arrival in Dallas when The Greatest Show On Earth couldn't get up on a no-bottom, rain-flooded lot. The circus Brass floundered about in the muddy whirlpools, and, when they sloshed into gurgling water holes over their duck-boot tops, called off the two-day engagem show" was the grim and reluctant word, fo Brass that runs Big Bertha had rather blow pay than miss a key city showing, or a matinee or night, for that matter. But there the impossible.

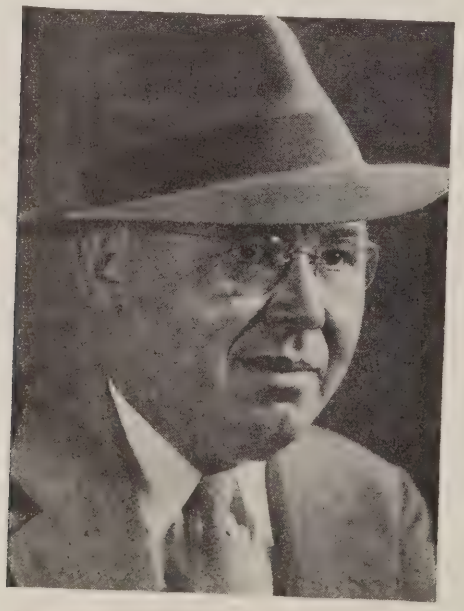
Yet, George Blood and his hash bravos p the highest spot on the desolate terrain an "Hotel Ringling" in the air on floating tuffe couple of cinder piles. Not another tent raised. Even the horses and the elephants h "out" in the Texas State Fairgrounds. But th Ringling"—the good old Big Show cookhou kept on dealin' out the meals, piping hot and fillin', until the four trains were reloaded an to pull out for Tyler, which was made, of co time.

The "hotel" is carried from town to town by of the four circus trains. It generally arrives i hibition stand before dawn, and, at 3:30 A. being unloaded from the 70-foot steel railro that carry it. In a very few minutes, its tru rolling toward the circus grounds, and, short that, its tents are up, its chefs and helpers a at the range trucks and steam tables, and th of ham and eggs, bacon and eggs, good oranges or melons, is wafting on the morni Elsewhere on the lot the menagerie and horse which also arrived on the first train, are lo against the sky. Soon, the hundreds of workin who drive the trucks and teams, raise the canva the men who have laid out the angles to whi big top and the rest of the 43 tents will conform be at table.

The other end of the dining tent is filled with for the staff and the performers. Checkered clothes cover the tables on this side, but the ingmen's tables are not forgotten. They are co with oilcloth.

Flanking this dining tent, in which 1400 p

(Continued on pag



George J. Blood, Superintendent of Dining Department.

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REFRESHANTS

for men who go places and do things...



Here is the He-Man Scent for men who are fastidious but not fussy. SWAGGER REFRESHANTS are all that the name implies —invigorating, with a different sort of tangy, masculine scent that lasts. They're cooling, comforting, and really REFRESHING! No need to douse them on— a dash is enough!

After Shave Lotion, Cologne, Liquid Deodorant, and Hair Tone. Distinctively bottled, 4 oz. 1.25, 6 oz. 1.75, 8 oz. 2.25. Talc, 4 oz. 1.25. Plus tax.

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When your hat style isn't new...
as you were told...

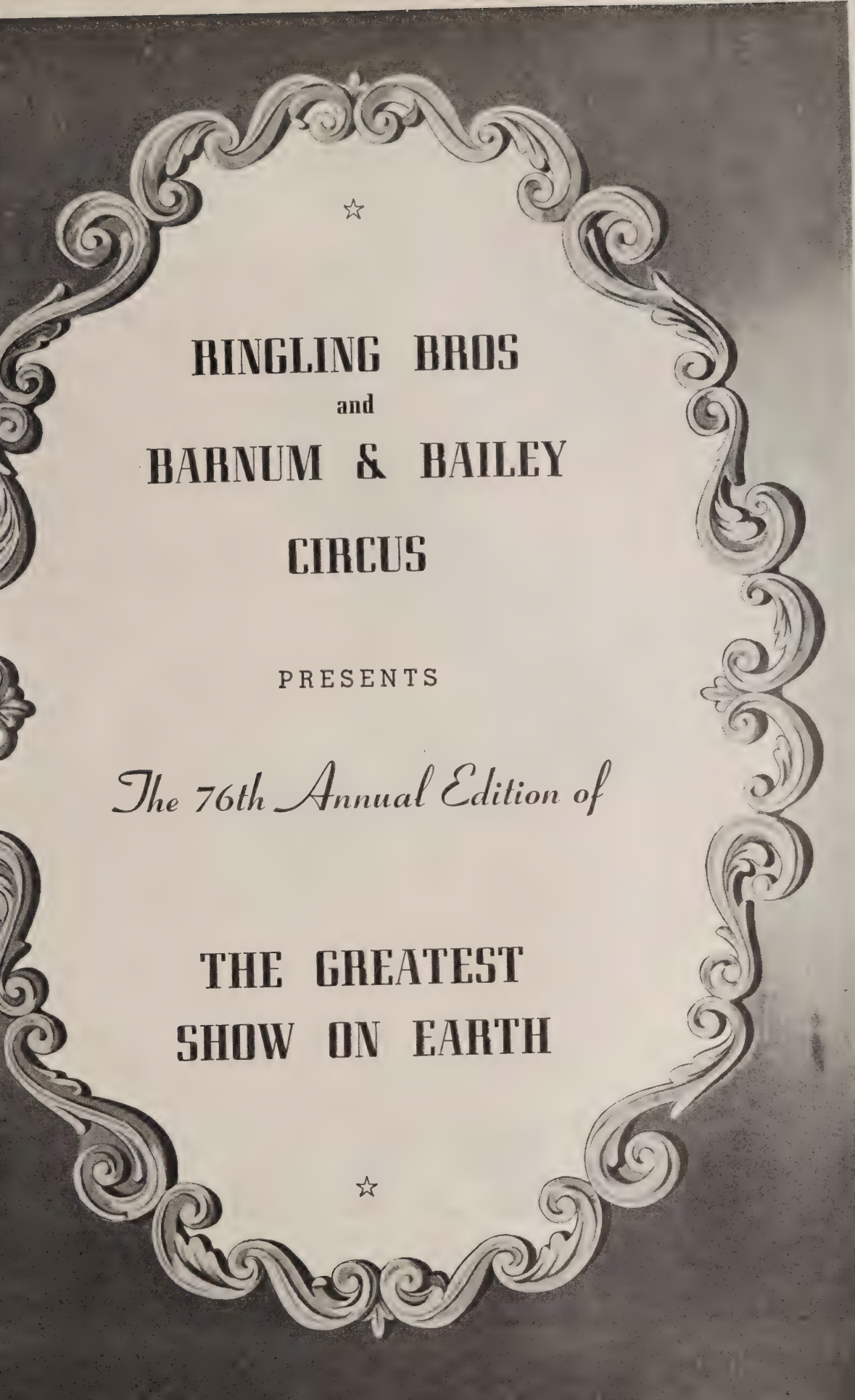


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*Made from the juice of fresh apples, a special moisture-guarding agent we call Apple "Honey" helps keep Old Golds free from cigarette dr


RINGLING BROS
and
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CIRCUS
PRESENTS
The 76th Annual Edition of
THE GREATEST
SHOW ON EARTH

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Costume Designer.....BILLY LIVINGSTON

Assistant To Mr. Valdo.....FLORENCE BAKER

Equestrian Director.....FRED BRADNA

Musical Director.....MERLE EVANS

Technical Director.....ROBERT BARNHART

Aerial Director.....FRED ERWINGO

Master Of Ceremonies.....ARTHUR SPRINGER

THE 1946 PERFORMANCE OF
THE GREATEST SHOW ON EARTH

PERFORMANCES AT 2:15 AND 8:15 P.M.

DOORS OPEN AT 1 AND 7 P.M.

PATRONS ARE AFFORDED MORE THAN AN HOUR'S TIME BEFORE THE PERFOR
ANCE BEGINS TO LEISURELY VISIT THE MAMMOTH MENAGERIE OF RARE A
MALS, INCLUDING THE WORLD FAMOUS GIANT GORILLAS,
MR. AND MRS. GARGANTUA THE GREAT.

(The Management reserves the right to alter this program when necessary)

DISPLAY 1

THE NEW, ALL-GIRL SKY-BALLET OF THE GREATEST SHOW
ON EARTH. SCORES OF CELESTIAL BODIES SOARING I
ASTRONOMICAL FLIGHTS OF CADENCED BEAUTY, AN
FEATURING

THE ERWINGOS

NEW

DISPLAY 2

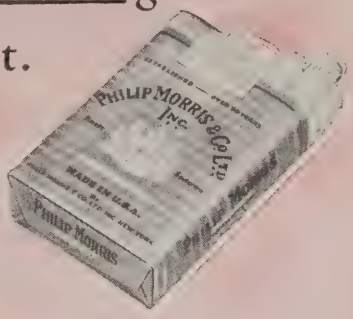
A LAUGHTER-GENERATING GESTURE TO THE UNO
DELEGATES OF ANIMAL GOOD WILL

NEW DOGS AND OLD TRICKS BY FOUR-LEGGED ACROBATIC CHAMPS	WORLD'S FUNNIEST SIMIAN COMICS	MIDGET EQUINE STARS IN DRILLS AND REELS	CUNNING CANINE COMEDIANS	PRANCING PETS IN PRECISION PARADE NOVELT
YU'S DOGS NEW	**WATKINS' CHIMPANZEES** NEW	**WATKINS' PONIES** NEW	**WATKINS' DOGS** NEW	**HIGH SCHOOL PONIES** NEW

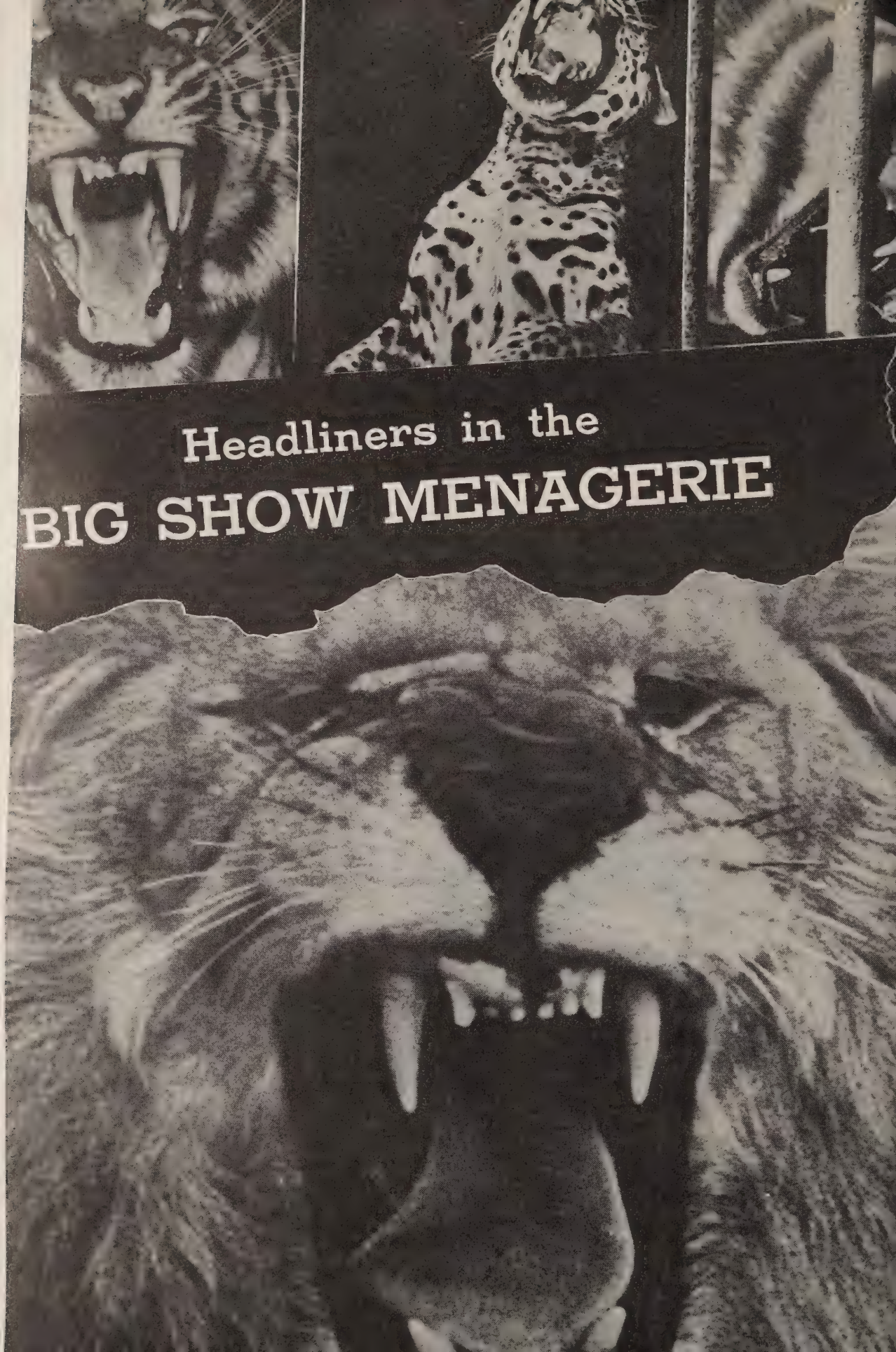
(Program continued on page 48)

CALL FOR PHILIP MORRIS?

Yes Sir! . . . Yes Ma'am! — the cigarette that *tastes better* . . . that's better to smoke . . . the one cigarette scientifically *proved less irritating* to the nose and throat.






Headliners in the
BIG SHOW MENAGERIE



DISPLAY 3

RINGLING BROS AND BARNUM & BAILEY CIRCUS PRES
ITS 1946 SUPER-SPECTACLE DESIGNED FOR CHILDRE
ALL AGES

TOYLAND

IN WHICH THE WELL-LOVED, LONG-REMEMBERED TOY PLAYMATES OF
WORLD'S CHILDREN COME TO LIFE IN CASCADES OF COLOR AND HILARI
CHARACTERIZATIONS WITH THE WHOLE EXTRAVAGANT PROCESSION CLIM
ING IN A SURPRISE FINALE TO AWAKEN THE HAPPY DREAMS OF CHILDHO

NEW

DISPLAY 4

SELF-APPLAUDING COMEDIANS FROM THE BRINY D
EQUILIBRISTIC PROWESS UNLIMITED. THE MOST WRIT
ABOUT, TALKED-ABOUT ANIMAL ACTS IN AMERICA

ROLAND TIEBOR'S TRAINED SEA LIONS

DISPLAY 5

INTERNATIONAL POTPOURRI OF FAMOUS AND AMAZIN
TALENTED ARTISTS FEATURING THE HIGH PRIESTESS
RHYTHM ALOFT, THE INCOMPARABLE

LALAGE

LES VALLES

THE MERIONS
NEW

BELLAS CORALIAS
NEW

THE CARTI

JACKIE LE CLAIR
NEW

MEYERS & HELEN
NEW

DISPLAY 6

A FUTILITARIAN TIDAL WAVE SWEEPING THE ARENA WI
HEROIC NONSENSE

FEATURING THE CHILDREN'S FAVORITE ACROBATIC CLOWN, HARRY RITTEL
WITH HIS TRADITIONAL PARTNER, CHESTY PAUL, AND THE TOWER OF TOPPLIN
TABLES

(Program continued on page 52)



Your Comfort and Protection

ıry Cotton Duck — a first cousin of gun — is also a fire hazard. Add a highly in- ıable waterproofing treatment and you have ial destruction awaiting the first carelessly cigarette or match.

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LISTEN TO THE B

Millions of people have seen Merle Eva finest musical organization of its kind in and many, many more have heard this R and Barnum & Bailey band when it rode th on the Fitch Bandwagon. But nobody ever down. He stands erect during the two da ances of the big show for eight long months in all kinds of weather. He plays a lively cornet with his right hand and leads the musicians with his left.



Merle Eva

Evans was born and raised in Columbus, Kansas, and ran away from home to lead a carnival band when he was only sixteen. He took the baton of the Ringling Bros and Barnum & Bailey band the year the two shows were combined — 1919, and nobody else has been its maestro from then until now. Winters, he d municipal band in St. Petersburg, sunshine c easy commuting distance of circus winterqu Sarasota where Evans has many a session p to the new production that is in making.

Evans has been called the "Toscanini o Tops" and James Francis Cook, editor of calls this homespun character "Will Roger Horn." But the world of red wagons and white knows him simply as the greatest exponent circus music in the whole spangle-studded h this form of entertainment.

His achievement of leading the band with missing a performance during the 26 years been on the bandstand is a remarkable "fir

Evans' principal assignment is to see tha and the music are integrated. Except for an oc hilarious hoot from a clown, snarl or trump jungle beast, a roark from a sea lion or an ann ment from the show's public address microphone they are increasingly rare of late), these are th agents of eye and ear appeal that comprise the tomime of the circus performer whether it Madison Square Garden, Boston Garden or out open under the big top.

Igor Stravinsky wrote a "Ballet for Elephants Deems Taylor did some original music for the C and the efforts of each in this unfamiliar medium the subject of good-natured controversy among cians and dyed-in-the-brass circus enthusiasts. final verdict may be a matter of historic interest the realists will settle for circus music that con the warm, exciting, unaffected feeling of a

a.s. Beck
Fifth Avenue Shoes

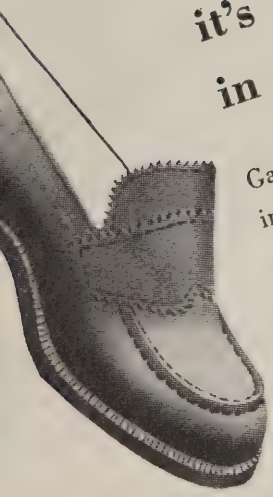


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DISPLAY 7

INTRODUCING TO AMERICA THE FOREMOST BARE
RIDING STARS OF EUROPE

THE GIUSTINO LOYAL FAMILY

FEATURING

GIUSTINO LOYAL

GREATEST HORSE-TO-HORSE
SOMERSAULTING COMEDIAN
IN ALL CIRCUS HISTORY

NEW

ERNESTINE CLARKE

LOVELY EQUESTRIAN
BALLERINA IN
GRACEFUL AND DARING
BAREBACK ACHIEVEMENTS

ERMIDE LOYAL

INCOMPARABLE LA
PRINCIPAL ARTIS
IN UNFORGETTABL
EQUESTRIAN FEAT

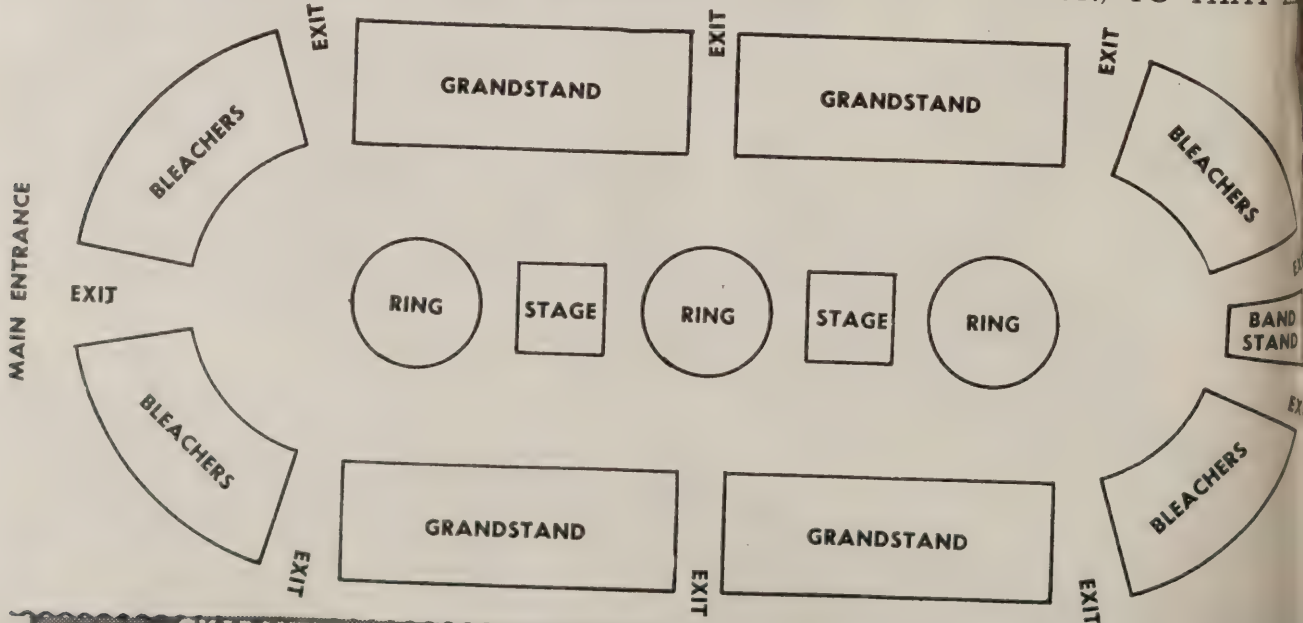
DISPLAY 8

AGAIN THE CLOWNS INVADE THE RINGS, THE STAGES
THE HIPPODROME TRACK. SCORES OF RED-NOSED, CH
FACED HARLEQUINS IN A HOWLING HURRICANE
HISTRIONIC HILARITY

(Program continued on page 56)

EXIT NOTICE

SUFFICIENT EXITS ARE PROVIDED TO EMPTY T
TENT VERY QUICKLY. CHOOSE YOUR EXIT *NOW* AND
AN EMERGENCY, WALK (DO NOT RUN) TO THAT E





RAZIEST BUT THE BEST

y all say Massimilliano Truzzi is the craziest (as s the best) juggler in the world, and so nobody prised to see him in the sedate company of the how clowns. Johnny Tripp and Charlie Bell, vet- of Ringling Bros and Barnum & Bailey "clown ." know a merry Andrew when they see him ner or not he wears the motley—and are always e lookout for a gag to backfire.

zzi was born in Russia, where his father owned argest circus in the land. As a child performer, i alternated acrobatic feats with juggling, but, as ew up he concentrated on the latter art. Truzzi learned that he must keep in motion while per- ing, so he is now all over the middle-ring and ippodrome track while performing his almost un- vable stunts with electric light globes, flaming es and spinning plates.

ward the end of his act he puts his audience to t throwing large balls which he catches and bal- s on the end of a wand held in his teeth. The ds enjoy this routine hugely, and Truzzi wins y a laugh with his acrobatic leaps, rolls and ersaults while catching the bouncing spheres. y of the 1400 people with the Big Show make it a t to view Truzzi's act daily.



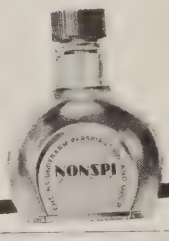
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PRIMA DONNAS OF THE CIRCUS

(Continued from page 23)

mister sea lion learns to balance it a bit and to accept it when it is tossed to him. By this time months have passed, the pupil is ready for the big ball and the trainer is ready for the nut house. Gradually the sea lion learns to handle the baton and then to applaud himself.

This last, which looks so spontaneous, requires the final ounce of patience. The trainer uses a small rattan stick with which he gently lifts one flipper and then lets it fall against one side of the box on which the pupil is lying. Then the other flipper is handled in the same fashion. Finally the animal will lift his flippers as soon as the stick is pointed at him; later, a finger signal will do it. This starts him slapping the sides of the box. Then (Tiebor says he figured this one out in a dream) the stick is pointed halfway between the flippers. The sea lion swings them forward and they slap together. At last he has learned to clap his "hands."

Most spectators believe that the horn playing, most spectacular of tricks, is by all odds the hardest. Tougher, according to Tiebor, are the hand stand on one flipper, which requires three years of training, and the "muscle grind," in which Johnny poises on a horizontal bar, locks his flippers together, and revolves like a man on a trapeze.

In playing the horns, the sea lions blow with their noses, not with their mouths. They must learn the routine just as a child learns to pick out a piece on the piano with one finger. Frisco's syncopated performance of America is no accident. Tiebor taught Frisco to do it that way. This comedian applauds herself and steals the show. She doesn't need her spotted ruffled collar to prove that she is a clown.

Interestingly, some sea lions, so timid when they start training, finally graduate so full of ham that they won't work well without plenty of laughter and applause. At circus dress rehearsal, Dolly was apathetic and missed tricks. Next night Dolly made a smash hit. Sixteen thousand people in Madison Square Garden laughed and shouted and applauded her. Her performance was no surprise to Ringling, who had spent twenty years as a baritone in grand opera. He'd seen prima donnas by the dozen and recognized Dolly as another one. She wouldn't try hard unless the house was packed.

The Tiebor family got its circus start nearly half a century ago, when Roland's father, an engineer at the city water plant, spent his holidays at the Buffalo Zoo and made friends with a sea lion. Soon he owned one and then another. Before long his life was bounded by red wagons, the strident rhythm of circus bands, and the roark-roark of his animals.

When Roland was sixteen he was on his the Sparks Circus and billed as the "worl est trainer of sea lions." "It never occurred I ought to be thinking about becoming the satisfied to be the youngest," he recalls. O children, only the youngest, a ten-year-old b any special interest in sea lions.

Once the Tiebors trained seals, which a less graceful, and have valuable hides (v lions have not). Seals have little handlike fli right for playing the prop banjos and oth ments in a seal band, but they have to b bodily to their boxes.

Sea lions amble along on their own broad

In the present Tiebor group, Dewey, aged the youngest. He was born in the San Diego of the few of his breed born in captivity. T gets its brood from southern California water Johnny, and Dolly are about eight years of may live to be as old as seventeen. They wei 180 pounds and thrive on fish.

Herring and mackerel seem to be the best

Water in the circus tank is kept at sixty grees, and salt water is added twice a we lions prefer salt water, but an occasional dip water won't harm them. One day the Tiebo was allowed in a swimming pool near th grounds. The animals went promptly to the of the deep end and stayed there, showing occasional black snout when one of them s After half an hour it was time to go back, amount of calling would bring the swimmers last Tiebor, in desperation, started walking Then he heard an excited roarking, and w around to discover that his charges were bo behind him for all the world like children at counter whose exasperated mother has threate start home without them.

Sea lions can even negotiate stairways. Tieb one wizard named Sparky who knew his wa fectly in theater passages. "I'd take him out fr dressing room through strange corridors and up ways when we first reached the theater," he "and after that he would lead the act without making a wrong turn."

Sparky was a rope-walking sea lion, and grew old, Tiebor tried to substitute another.

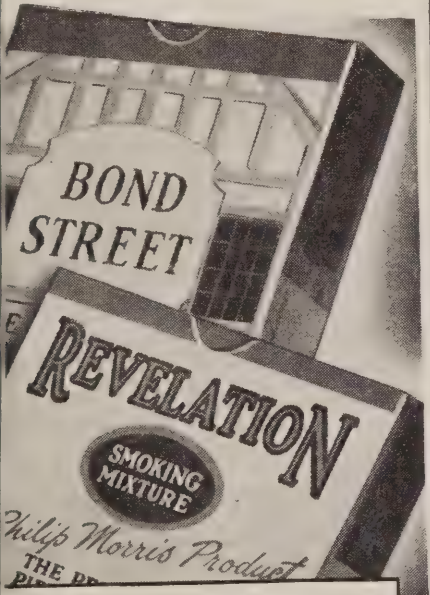
But at the appointed time Sparky would sho the understudy aside and do the routine.

All of these feats—the rope walking and the tion to the act and especially the uncanny sen direction—were all the more amazing to those knew Sparky. You see, he was stone-blind.

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JOHN HENRY

(Continued from page 5)

ing their heads in the lion's mouth. And Julie Ann saw a heap of pretty ladies in fine clothes bowing and scraping and making jokes and singing songs while the brass band played.

But the Man Named Sam didn't see any of that because he didn't believe it was so. All he saw was a big glassed-in iron cage on wheels. And when he looked in the cage, he saw Gargantua!

"You's a lie," said Sam. "You ain't dat big."

"I ain't big," said Gargantua. "You's jes little."

"Aw," said Sam. "Dat's de way hit is, hunh? I knowed hit ain't no monkey as big as you. I looked at you and I figgered John Henry was playin' a joke on me, showin' me a monkey as big as you looks."

"I ain't no joke," Gargantua said. "And neither I ain't no monkey."

"You's ugly enough to be a monkey's uncle," said Sam.

"And purty enough," said Gargantua. "Cause dat's what I'm is. I'm de uncle er all de monkeys in town, and de folks call me a gorilla."

Sam shook his head and walked away. "Bad eatin' gives folks bad dreams," he said. Then he sat down and went to sleep. When he woke up the Circus was gone, and the sun was high in the heavens.

"Jest like a miracle," the Hell Buster said. "De Circus comed, like Norah's Ark, and left when de sun was risin'."

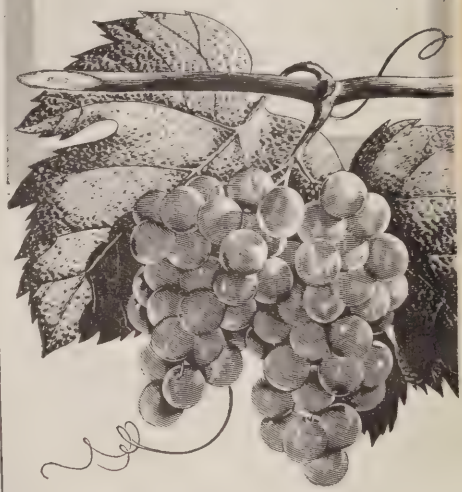
"Like magic," Old Aunt Dinah said, "swallowin' knives, and tightrope wawkin'. Folks stick dey haids in de line's mouf, and all de hosses prancin'."

"Folks hadn't ought to eat like dat," the Man Named Sam grumbled. "A monkey dat big, wid a face like dat! He was big as John Henry! And he spoke wid me like a natchal man!—I wonder what I been eatin'?"

"Hit was mighty nice," said Julie Ann, "and I thank you, good,

(Concluded on page 61)

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ADVENTURES of BOBO and BINKY

(Continued fr



ROLLING RANGES

(Continued from page 39)

ed three very palatable meals daily, is the Maybe they're adding flapjacks to the menu ning. If so, you'll be fascinated, for the chefs ossing them so that they fairly fill the air e ranges. But, if you don't like flapjacks, rry—that is, if you wangle an invitation to t, for every person with the Big Show has the of ordering. There's a variety on every e it breakfast, lunch or dinner.

by this time the staff and performers are nto their end of the tent, the second, third h sections of the circus trains having arrived. move to their assigned places at table, as erson has a permanent seat for the season. se, families are seated together, and so are je or small. There are two staff tables. The w people have tables to themselves, and a ccessful attempt is made to place congenial ogether. This will seem to be the case to any- ing on, for there'll be much laughter, no little of kidding and a great deal of shop talk, y.

here at a single girls' table, there'll be talk he smart stores in the city, and there'll be ade to visit them before the matinee or be- hows, and that may mean quite a break for ops.

other table a group of flying act artists will ing over a new trick, and they'll agree to out at practice hour, which is after dinner, he front doors are open for the night perform- There, riding act families will be discussing a at some local fancier wishes to show them.

is struck by this fact. Circus people, while l and courteous at table, are not picnicking. at as though they were in their own homes, should, for they are in their own dining room. aiters move among the tables in clean white , and they are as attentive as the average in a restaurant. They strive to please, for they ped at each week-end. Besides, they are care- upervised. The boss is always about seeing l goes as it should.

ything that is in season is served. Melons, corn cob, all fresh vegetables are on the menu, however, is not written out. The waiters reel ust as waitresses used to do in American plan

surprising that everything is so clean, so fresh at everything is so well cooked and well served is, it is surprising to one who does not know g Show. There is nothing on the Big Show that ond rate, considering the fact that the whole ayout will be a hundred miles or more away ow.

Colossal *compliments . . .*

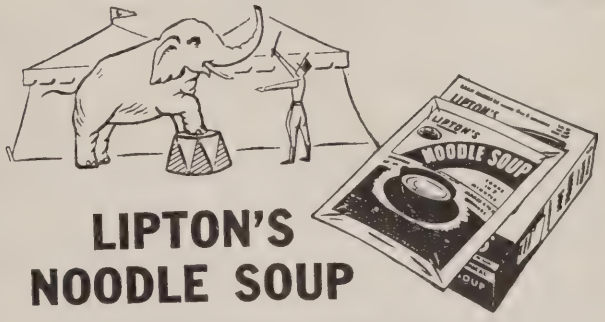
when you serve parsley-flecked, chickeny-tasting Lipton's Noodle Soup. Your family will love the real old-time flavor which makes it America's fastest-selling soup mix.

Stupendous *speed . . .*

as you whisk this rich, savory soup from package to table in 7 minutes cooking time!

Gigantic *appetites . . .*

won't bother you a bit, for Lipton's Noodle Soup brings you 4 to 6 helpings—1½ times as much delicious soup as the average can!



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By the makers of BRISK *Lipton Tea*

Right for cool comfort



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We don't claim you won't feel the heat at all if you wear a Stetson Straw and the right light-weight clothes for summer. But if you have to be in town, few things can help you feel cooler.

JOHN B. STETSON COMPANY

DISPLAY 13

THE FIRST HORSEMAN OF EUROPE AND THE FOR
RIDERS OF TODAY IN AN UNFORGETTABLE DISPL
HAUTE ECOLE EQUESTRIANISM FEATURING

RIDING DEBUTANTE OCTETTE

WILLIAM HEYER ON "STARLESS NITE"

RINGLING DRESSA EQUESTRIENNE

DISPLAY 14

HURTLING INTERLUDE BY THE CELEBRATED CIRCUS
JUMPING HORSES. KINGS AND QUEENS OF THE TAN
AND STARS OVER THE BARS

DISPLAY 15

THE FUNNIEST CLOWN PRESENTATION IN THE FUNMA
HISTORY OF THE GREATEST SHOW ON EARTH

BARGAIN DAY

DISPLAY 16

AN INCOMPARABLE PLETHORA OF GLOBALLY CELEBRA
ACROBATIC AND JUGGLING PRODIGIES, INCLUDING TH
SENSATION TROUPES MAKING THEIR AMERICAN DEBU

CANADA'S PARAGONS OF PERFECT EQUILIBRIUM

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THE ERIKSONS
(First Time in America)

NEW

SPAIN'S FOREMOST TRAMPOLIN WIZARDS

LOS ARRIO
(First Time in America)

NEW

(Program continued on page 64)

E'S SECRET

nued from page 37)

re, what kind of an you learn young enough ld even compare with erous exploits of Con "

ghed and looked sad. nother's fault. She would- e visit my grandmother ugh. But I saw the pic- the medals, one of them e President, because did what she did that as afraid to let me learn o."

topped sculping. "What talking about? What did ndmother ever do that 't teach you that was a cus act?"

ooked at him scornfully. e was a circus all by her- did an act that thrilled dy in the whole world. It all the newspapers and ooks were written about it. spapers were full of it at "

laid down his modeling slapped a large chunk of g clay on the board along- head. "This is news to act," said he. "What was at circus stunt your grand- did?"

looked scornful again. "I everybody knew," she ed. "She jumped over the

---

OHN HENRY

ncluded from page 55)

enry!"

ohn Henry didn't hear her im for bringing the Circus Black River Country. Be- ohn Henry was a rambling nd he was long gone when id it.

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CON COLLEANO'S amazing Tight Wire stunts call for perfect timing and control. When muscle aches threaten, he gets relief with Sloan's.

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cians and others who pate being summoned g the performance are ested to leave their seat ers at the main en- e, in order that they be promptly notified.

rticles found by any of mployees will be left at main entrance, where ers may direct inquiries.

ons who find articles left e seats are requested to e them at the main en- ce. The management gladly and thoroughly stigate any charges of courtesy preferred nst any of its employees.

ands for fees or accept- e of money for seats by ers or other employees, ny incivility or inatten- of attaches, will not be rated. Patrons will con- a distinct favor by re- ing to the management violation of this rule.

order not to disturb the ience, all persons are nestly requested to re- n seated until the end.

management reserves right to refuse tickets ight from speculators l can in no manner be d responsible for such nsactions.





BEECH NUT CHEWING TOBACCO

DISPLAY 17

CAPTAINS OF CAPRICE CAVORTING THROUGH A CAT
CLYSMIC CAVALCADE CALCULATED TO COMPEL CONVU
SIVE CACHINNATION INCOMPARABLE. A FURIOUS FU
FINALE BY THE DEPARTMENT OF TOMFOOLERY

DISPLAY 18

UNEQUALLED AERIAL FLYING TRAPEZE TAPESTRY HITHE
TO CONCEIVED ONLY IN FLIGHTS OF PUREST FANCY

FEATURING THE FAMOUS OTARIS, FLYING IN MASSE
UNISON FROM THEIR LOFTY MALTESE CROSS AND STA
RING FOUR BROTHERS WHO ARE COMBAT OVERSEAS U.
VETERANS, THEIR FATHER, AND NINA, THEIR SISTER.

(Note: Another brother, formerly in the act, was killed in action)

RETURNED FROM LATIN-AMERICAN OVATIONS THE FLYING BEHRS

NEW

TRIUMPHAL RETURN TO THE U.S.A THE OTARIS

NEW

THE BEHEES FEATURING CLAYTON BEHEE THE GREATEST FLIER IN THE WORLD

NEW

THE FAMOUS FLYING CLARKONIANS WITH ERNESTINE CLARK

DISPLAY 19

THE CLOWN CONTINGENT DEMONSTRATES HOW IT SOLVE
THE "SHARE-A-RIDE" PROBLEM DURING THE GAS SHORTAG

(Program concluded on page 68)

CIRCUS GIRL IS COME-BACK HEROINE

Patricia Cartier and her sister Sally win the applause of thousands daily in one of the fastest and most exciting of the many double trapeze acts with the Ringling Bros and Barnum & Bailey circus, and they are mighty pleasing to the eye as they flash through their thrilling aerial feats. In Madison Square Garden, New York, 1944, however, Pat fell forty feet to crash horribly on one of the arena stages. Doctors at Polyclinic hospital told her she could never do aerial work again. They reckoned too little on brave little Pat and the Big Show spirit. After months of hospitalization, Pat is back in the air with Sally, gay, agile and happy as a lark. Everybody calls her a heroine. Pat just smiles.

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Bemis Waterhouse
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Paul Wenzel Trio
Ed Williams
George Wilson
Ernest Young



"But, dear, you'll never lick that Gargantua!" teased Elsie

ıt ain't funny, woman!" snorted er, the bull. "I could lick that Gar-ua with one hand—if I had a mind ut right now I have more important gs to do."

Such as, for instance, what?" asked e, the Borden Cow.

Such as teaching your daughter some itling tricks," answered Elmer, "so can protect herself."

That's fine," applauded Elsie. "I'm ching Beulah a few tricks myself."

You are?" brightened Elmer. "Which s?"

One wonderful one," giggled Elsie, how to turn a big, crisp green salad o a hearty main dish. Simply add ıares of that creamiest of all cream eses, *Borden's Eagle Brand Cream eese*. It's one grand protein food."

"Woman," snapped Elmer, "this is a estling lesson, not a cooking session. aren't interested in proteins!"

"Oh, but *everybody* should be interested in proteins," protested Elsie. "We must have them to build and renew our bodies, keep us strong. Just as we must get enough vitamins and minerals every day if we're to feel and act really *alive*. And the very nicest way I know to get your vitamins is in the delicious *milk-chocolaty* food drink, *Hemo*."

"Aw! Tell us something new," moaned Elmer.

"If it's *news* you're after," piped Elsie, "*Borden's Evaporated Milk* is now richer than ever in Vitamin D—400 units to the pint. Put *that* in your pipe and smoke it!"

"Who in thunderation wants a smoke?" exploded Elmer. "If you want to treat us athletes right, tote out some of your *Borden's Ice Cream!*"

"I'd love to, dear," said Elsie. "It's such grand, nourishing food *any* time!"

"Help, Help, HELP!" shouted Elmer. "One more peep about nourishment and I'll go *mad!*"

"Wonderful!" cried Elsie. "Everybody and his sister goes mad about our glorious *Borden's Homogenized Milk* with cream and Vitamin D in every sip."

"Throw in the towel," sighed Elmer. "When it comes to word-wrestling, you take the cake! NOW, if I admit you win, will you go away and let me and Beulah get on with this hammer lock?"

"Certainly, dear," smiled Elsie. "But, do a good job on Beulah. She's a Borden calf, you know, and—*if it's Borden's, it's GOT to be good!*"

—if it's Borden's, it's got to be good!

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All the Benefits of Smoking Pleasure
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FIRST
STEPS
BY
LESLIE.

MAY 23, 1946





MAY 23-46





MAY 23, 1946





MAY 23, 1976

ittery Hub Waits Rail Showdown

WASHINGTON, May 23 (INS)—A coast to coast rail strike of 300,000 engineers and trainmen went into effect at 5 p. m. (EDT) today while their leaders were negotiating for peace at the White House.

The strike went into effect automatically when leaders of the great engineer and trainmen brotherhoods failed to order the men to remain at work.

A creeping paralysis spread across the nation.

Thursday, May 23, 1946

I slept late, not waking up until 6. The day was really salubrious Up at the regular time. Breakfast at 8.30 Orange juice - Cream of wheat - Filet of Sole in Melted Butter - Iced Coffee. In the car with Frances - to the Bank. to Billy Grant's Gas station - closed to Klusteins - left and picked up a suit. to the Square and so to the office - at Work. Kept listening to the radio keeping posted on the railroad strike - out at 12.40 with Everett Lane - to the Lobster House on Tremont St - Had a Lobster Salad Sandwich - Potato Chips - Brussel Sprouts - Milk. Apple Pie - to Jordans to get film prints - to Beck's and Bought 3 Boxes of Salvia Plants and 1 of Dwarf Dhalias - Back to the office - Worked until 4. Left all of fice

Warmest Day Since March

Today promises to be about the warmest day New England has had since the abnormally warm spell in late March when Boston's high reached 85 degrees. Today's high in southern New England will be a modest 80, but even that will seem quite warm, for all through the month of April and so far in March the highest was only 72 at Boston. This will be good news to farmers and gardeners for this sort of weather is just what is needed now to speed up plant growth, which has been retarded by cool weather, and condition the soil for planting.

An oversize high pressure area which moved leisurely up the Ohio is responsible for bringing about such a desirable change in our weather bill of fare. Along with New England much of the eastern half of the country enjoys fair weather. Farther west showers are moving into the Plains states from the Gulf and another storm is brewing over the central Rockies. This bad weather will not affect New England much before Saturday although light showers are likely to break out in the northern section late tomorrow. Southern New England and the Boston area will have sunny, warm weather today, and partly cloudy and warm but more humid conditions tomorrow.

WASHINGTON, May 24—Four o'clock on May 23, 1946, will ever be marked down as the tragic hour when a President of the United States failed to live up to his constitutional oath to execute faithfully the laws of the United States.

Sky of Brightest Blue

Once more the showers and fog of a dismal day had disappeared in the night and there remained at daybreak, yesterday, only broken stratus clouds in the east. Those soon were dissipated by the morning Sun, which then became master of ceremonies through a wonderfully fine Spring day.

The transformation was brought about by progress of a high pressure front from the west toward New England, and retreat of the storm, which had caused the unpleasant weather of Tuesday, far to the north.

Westerly breezes propelled scattered snow white cumulous masses across the deep blue sky until after noon, their shadows sweeping over green fields and forests below, as they passed between Earth and Sun.

For several hours before sunset there were no clouds to be seen, save what appeared like faint haze along the eastern and southern horizon, which the setting Sun flushed with rosy tints. To the north and overhead was the vast expanse of eternal blue, later to be dotted by golden stars.

Temperature in Boston once again reached the lower 70s. The day's mean was about five degrees above normal. Humidity, after two days, was back to normal.

The weather map, last evening, showed a strong high pressure front central over West Virgina and southwestern Pennsylvania—meaning fair and warmer weather for New England today; but with a low over Nevada, to be reckoned with later. C. H. B.

May 23, 1946.

People who use the trains to go early at 4. With Wm. Moody and Leo Leary to Belmont. W. M. and I went on to Concord Arenue Field to watch the high school baseball game - Belmont against Concord, which was for 12 innings, and John Wetherbee won it with a sharp liner to left field in the last of the 12th. Back to the house. Girls out. Frances - Cooking - Cold Cold Turkey. Sage Dressing - Potato Salad - Milk - Blue Cheese + Crackers - Water - Melon Balls - Upstairs at 7.20 +

HE PEOPLE WILL NOT STAND IT

An Editorial

At 5 o'clock last night the Merchants Limited had taken on her last passenger. The train was full. The conductor raised his eyes from his watch, the engineer waved his hand and the train pulled out for New York. It went all of 20 feet. A trainman ran down the concourse shouting "The strike is on," and the big train pulled to a stop. The passengers got off, tried to find taxicabs, and presumably went home. There was no excitement, no angry murmurs, only apathy.

This scene, or a similar one, was repeated at hundreds of stations all over the country as the zero hour was reached. Apparently the American people took the start of this strike in stride. It was one of those things they just couldn't believe could or would happen, but it did.

This listlessness, this apparent lack of interest, this sheep-like attitude is misleading. The American people have not yet awakened to the extent of the disaster that struck them at 5 o'clock last night. For this is a turning point in American industrial relations, make no mistake about that. Perhaps this catastrophe—and if the strike continues any time at all it will turn out to be one of the greatest of its kind in history—is what the American people need. This may well be the strike to end all strikes. Congress must act at once.

These railroad men, with their public be damned attitude, John L. Lewis, obsessed with his own grandeur, and President Harry S. Truman, with his do nothing policy, should bow their heads in shame this morning. They have let the American people down. They cannot get away with it. The American people will not let them.

Their anger may not have been apparent yesterday, but it will be tomorrow. Mr. Truman, Mr. Johnston, Mr. Whitney and Mr. Lewis surely will mark down May 23, 1946, as the sorriest day in their lives.

BOSTON HERALD - 5 - 24 - 46

EDITORIAL

At 5 o'clock yesterday afternoon a nation, which had marched since 1620, from the bleak shores of Plymouth, onward and upward with patience and pain and toil, to a greatness that is world-wide and a might that commands the respect of all people everywhere, came to a shocking halt.

A group of men, a minority group, taking up the traditional weapon of workingmen against an employer who they feel is unfair, suddenly turned it on their government, on their own nation and on their fellow citizens, who were in no way responsible for their failure to attain their demands.

The arteries feeding the earth's greatest industrial nation were cut. The coast to coast flow of commerce stopped. The long-distance traveler and the commuter scurried for other transportation or remained stranded where they were. Only milk, troop and hospital trains could still run.

This happened while the disputants argued their differences, not in a union hall or the offices of a corporation, but in the White House, the edifice which houses the President and all the power of the United States of America.

Early in the night as the lights in the depots of the land went out and the whistle of old 999 failed to echo through the hills, the discussion was terminated until tomorrow and all over America 140,000,000 people wondered.

They wondered about tomorrow, how they would get to work, how the raw materials would reach the factory, how the finished product would be transported to the marketplace, how long their business would continue to give employment and how they could make that urgent trip.

And they wondered about a tomorrow of next week when the food supply runs low, when substitute transportation slows down, when multitudes are idle and America, the giant, lies dormant, pinned down and impotent.

But they wondered also about tomorrows beyond that and what would happen if other minority groups went on strike, if the farmer refused to milk his cows, if the seafarer walked down the gangplank of his ship or if any body of citizens whose services are vital, not only that this nation live, but that the people actually go on living, quit their jobs.

Can this go on? A Presidential adviser said last night, "It looks as if we'll have to wait until morning to see how this strike takes hold of the public. Maybe public opinion will help get some action." He could have found out last night. At 5 p. m. yesterday the mind of the American people was made up when the trains stopped.

The people were asking last night has this nation, which overcame all foes and obstacles, no power to make men reasonable enough to continue working while their grievances are being adjusted?

The pendulum has swung a long way from slavery and peonage to the working conditions of today. Those conditions were made possible by more laws in favor of the rights of the workingman than at any time in history. Such laws were made possible by the people of America upon whom the strike weapon was turned last night.

Those who have given the power can take it away from a few labor leaders who abuse it and have grown so great that, while legally we are still at war and in a time when we are working our way back to the peacetime production which spells prosperity for all, they stop the nation.

There will be curbs. There must be curbs. The President and Congress can no longer avoid the duty which for some time has been apparent and which was forcibly thrust upon them last night. It is not enough to settle this strike quickly. Strikes of this sort are strikes against the government and the people. No single group in America is that big.

BOSTON POST 5-24-46

GREATER BOSTON DEVELOPMENT COMMITTEE INC.

80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS

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of Finance Committee
H LOWELL
RLES FRANCIS ADAMS
EL BLOOMFIELD
Director
McCROSKY

May 17, 1946

MEMORANDUM

To: All Members of the Executive Committee

From: T. T. McCrosky

Mr. Benton and Mr. Church have asked me to call a meeting of the new Executive Committee for Friday, May 24, at 3 p.m. in our offices, Room 1024, 80 Federal Street.

Business on the agenda includes election of officers to serve until the next annual meeting; election of new members to the General Committee; and consideration of our program of work.

I hope that you will be able to attend.

Respectfully,

T. T. McCrosky

T. T. McCrosky
Executive Director

TTM:D

GREATER BOSTON DEVELOPMENT COMMITTEE, INC.

EXECUTIVE COMMITTEE MEETING

MAY 24 - 1946

AGENDA

1. Revision of Membership of General Committee.

2. Election of officers to serve until next annual meeting (to include two (2) assistant treasurers).

3. Consideration of approval of pending legislation (House No. 1845 for a non-tax supported Authority to construct high level Mystic River (Chelsea North) Bridge.

4. Report of Executive Director on status of projects in Four-Point Traffic Program.

   (a) Off-Street Parking Facilities

   (b) Second Highway Tunnel to East Boston

   (c) East Boston Express Highway Connections

   (d) Central Artery through downtown Boston



MAY 27. 1946

WASHINGTON, May 24 (AP)—The nation staggered today under the blow of an :edented rail strike which stumped the government's best efforts for a settle- Cities anxiously inventoried food supplies, industries started to close down and illion dollar losses threatened in unshipped perishables. An embargo on all but first class and went into effect in many places and a mandatory nationwide brownout was weighed as a ing measure. To meet the worst transportation crisis in the country's history, the govern-

Busses, streetcars, planes, taxicabs, and family cars—jammed to capacity—were pressed into service, along with "shank's mare," as New Englanders attempted to reach their places of business somewhere near on time today in the press of the continued rail strike.

Good Weather Not to Last

The long-awaited and much needed warm weather finally reached New England yesterday, bringing for most sections, including the Boston area, the warmest spell since the 29th of March. Boston's official high mark for yesterday was only 77, thanks to an afternoon sea breeze, but even this modest figure was the warmest in almost two months.

The leisurely moving high pressure area which has favored us with such pleasant weather will linger long enough to give us a warm, sunny day today. Unfortunately, it will continue to move eastward over the Atlantic and permit the eastward advance of a storm area centered over Kansas late yesterday. For New England, this will bring about a gradual deterioration in the weather, leading to showers in northern New England tonight and in most sections tomorrow.

Friday, May 24, 1946

Down for breakfast at 8.15- Orange juice- Wheatgerm. Fried Eggs. Baked Beans. Toast. Butter-ked Coffee. Out to have the usual Friday morning Talk with Louis. This time about planting the salvia and dwarf dhalias. To the Square with Frances and so to the office- The mail- the work. Out at 11,30 with Wm Moody in his car to Treeland on Memorial Drive in Cambridge. Selected shrubs to take out home. One large dark purple lilac (Georges Bellair), one Spiraea Vanhouttei, two Spirea (Anthony Waterer) and one Honeysuckle (Lonicera Tartarica), to the house and showed Louis where to plant them. Back to Cambridge and to the Bella Vista for lunch. Minestrone with Parmesan Cheese - One half

WASHINGTON, May 24 (AP)—President Truman told the in an emergency broadcast tonight that he would use the Army railroad trains running if sufficient workers do not appear on the 4 P. M., EST., tomorrow.

Hottest Since March 29

Thursday, May 23, goes into Boston's weather records as being practically cloudless during its entire 24-hour period. So clear was the atmosphere that visibility during daylight was limited only by the horizon.

Temperature mounted to 77 degrees, the highest since that phenomenally torrid Spring day, March 29.

Southeast breezes, cooled by the ocean, brought the day's low to 54 degrees. Even so, the mean was so high as to bring the day out of the degree-day range. Humidity was low. Barometric pressure was high, up to 30.22 inches.

Some parts of New England sent in temperature quotations above 80 degrees and similar readings were general as far west as the Mississippi River.

Breezes varied between southeast and southwest, highest velocity being 28 miles an hour from south-southwest between 4 and 5 p. m., which was also the hottest part of the day.

A novel early morning feature was white fog visible along the courses of New England rivers, following above their every twist and curve. That fog was the only thing to be seen in any way resembling a cloud.

Both Wednesday night and last night were so clear that the many constellations and myriads of stars could be seen at their very best. The Moon, in its last quarter, was invisible until near dawn so the stars and the four visible planets shone in all their brilliance. Venus in the west was brightest, setting before midnight, while Mars and Saturn were quite low in the west and Jupiter was near the zenith.

The low pressure front, mentioned yesterday, had passed on from Nevada to be central over Kansas, with advance showers as far east as Illinois last evening. Its indicated course would take it over northern New England by the end of the week.

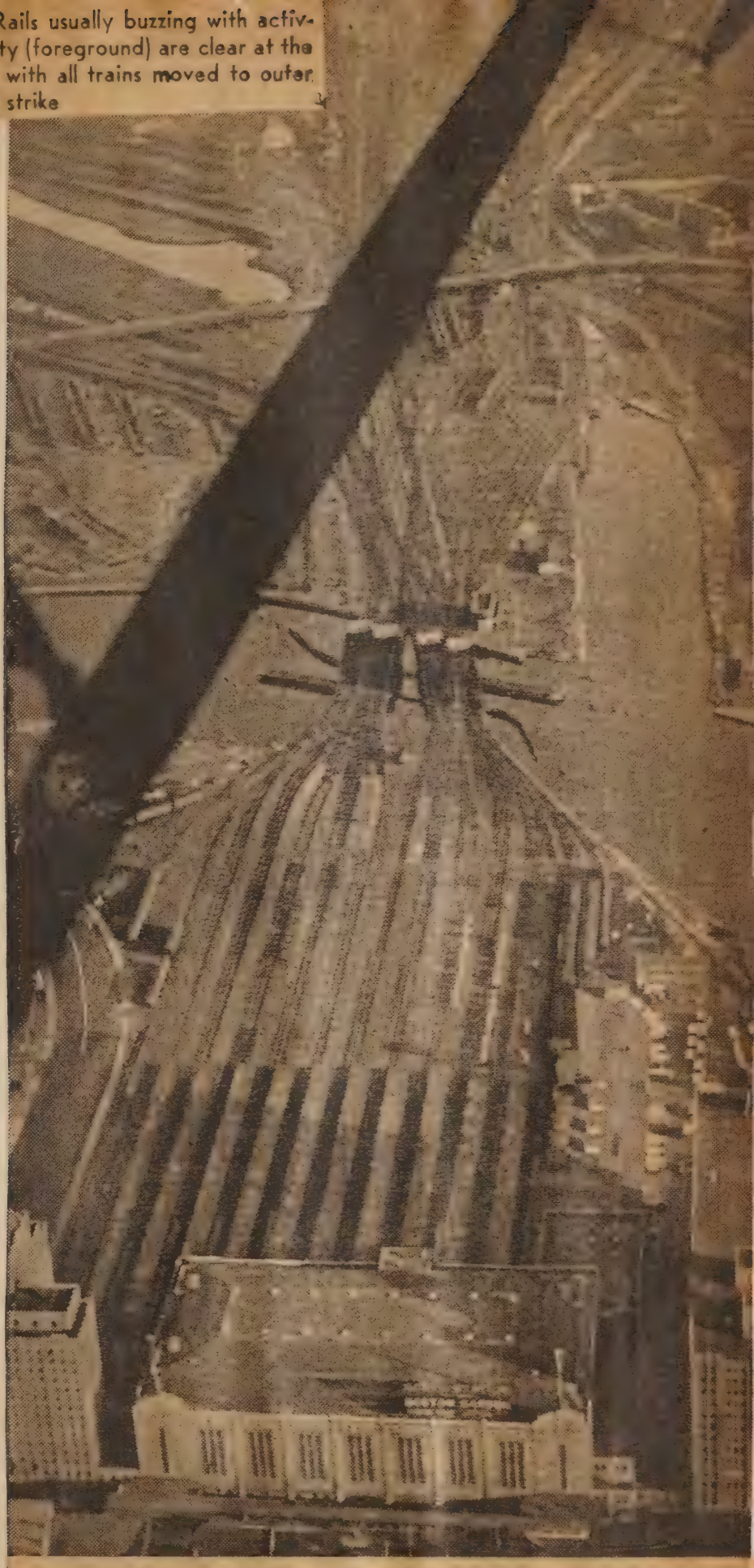
May 24, 1946 C. H. B.

Cold boiled Lobster — Mayonnaise-Cole Slaw — French Bread. Cottage Cheese Iced Coffee. Sultana Roll — Back to the office at 2. Over to see Fred Jennings — at 3 over to the headquarters of the Greater Boston Development Committee at 80 Federal St. Executive Committee Meeting — Presided. Annual Election of officers — tried to retire but no luck. Many important matters taken up and not through until 5. Home all the way in the Cars. Front Porch. A glass Iced Coffee — Dinner at 6.30. Stuffed Egg Canape. Boiled Halibut — Hollandaise. Boiled Potato. Creamed Celery. Tomatoes Sliced French dressing. Cream of Tartar Biscuit — Butter — Milk. Strawberry Shortcake — All evening listened to the Broadcasts on the Railroad Strike, including Presidents Trumans.

rminal Cleared

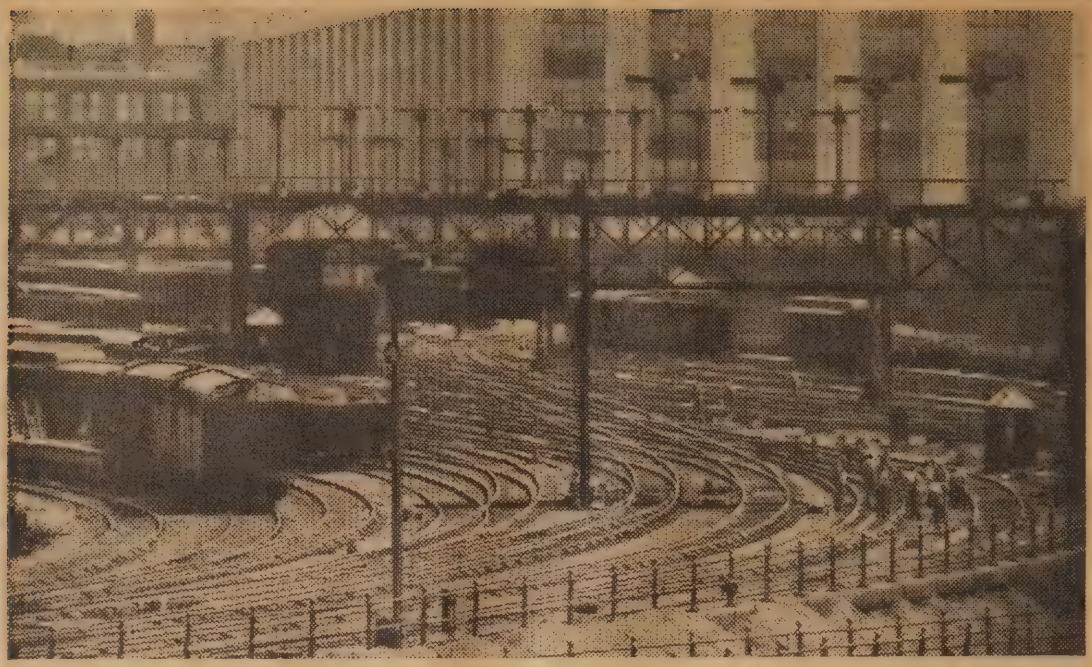
ng platforms at North Station . . . with all trains moved to outer
; (top) to await a decision in the rail strike

—Rails usually buzzing with activity (foreground) are clear at the



International News Aerial Photo by Bill Jones, Taken From Wiggins Airways Aeronca Plane Piloted

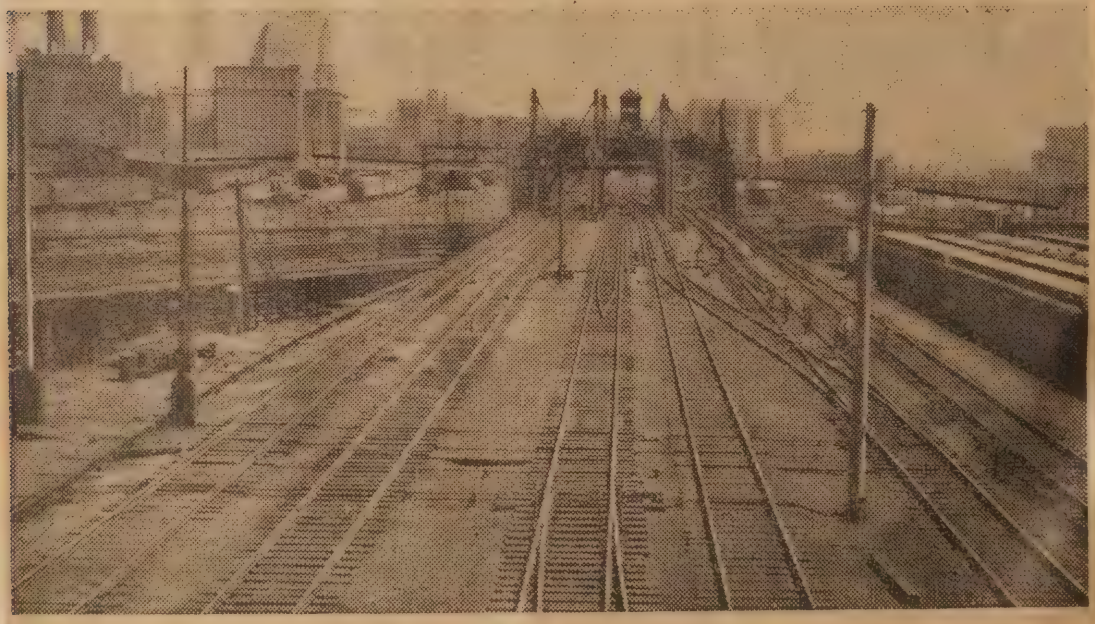
5-24-46



South Station Signals Up for First Time

Semaphores at signal tower No. 9, outside of South Station, are up for the first time in history, stopping all trains from entering or leaving station, as maintenance crews go about their tasks of catching up on repairs during nation-wide rail strike. Not a passenger or freight train is visible on the main tracks.

INP by Don Robinson



Empty Tracks at South Station Show Effectiveness of Rail Tieup. Passenger Cars, Right, Are Parked on Siding.

(INP by Don Robinson)

5-24-45



NO PASSENGERS TODAY—These trains and locomotives were kept in the Boston & Maine's East Cambridge yards today as the railroad strike paralyzed the nation.



(AP Wirephoto)

HUB TRAIN YARD FILLED—Passenger cars of the New Haven railroad in the Dover street yards, Boston, following the cancellation of trains at South Station.

5-24-46



By a Staff Photographer

When Trains Don't Run: Strike Empties Concourse of Boston's South Station

5-24-46



NORTH STATION—DESERTED—At 7:45 this morning, when commuters' trains usually start arriving with heavy loads of passengers, the terminal presented this barren appearance.

5-24-46

Great Violence Marked the Two Big Railroad Strikes of Past

Boston Escaped First Walkout in 1877 and Again Was Spared in 1894

REIGN OF ANARCHY
RIOT, DEATH, DESTRUCTION

These are characteristic Globe headlines reporting the two great railroad strikes of the past, the walkout of 1877, and the Pullman strike of 1894. Both were marked with great violence and both tied up most of the country, but neither touched Boston.

1877

Regarding the 1877 strike, the Globe reported merely, "UNEASINESS AMONG MEN ON BOSTON & ALBANY ROAD." In 1894, a brotherhood official was quoted as saying "there seems to be a rumor factory hard at work sending out rumors that the railroad men are going to strike. I have no idea that the strike will ever reach Boston." It did not.

The 1877 strike was the first great American industrial dispute, and also the first in which Federal troops were dispatched to preserve order. It began when the four Eastern trunk lines announced a 10 percent wage cut, the second since the panic of 1873. It was largely spontaneous; the men's organization was too weak either to bargain effectively or restrain its members.

Violence broke out at Martinsburg, West Virginia, when trainmen halted Baltimore & Ohio freight cars at Martinsburg, West Virginia.

Members of the local militia, arriving at Martinsburg, were too friendly with the trainmen to interfere with them. Pres. Rutherford B. Hayes had to send 200 Federal troops to Martinsburg to clear the tracks.

Meanwhile the strike had spread. A mob in Baltimore besieged soldiers in the State Armory.

There was another siege in Pittsburgh, where militia from Philadelphia was surrounded in a roundhouse.

The city was terrorized for three days, with scores of people killed and injured. Rioting spread to Chicago, Buffalo, San Francisco and other cities.

For a whole week, traffic was completely suspended on the four main trunk lines from New York south. Governors declared martial law. Militia, and Federal troops sent in to protect railroad property, restored order. The strike was broken.

1894

The second great railroad strike, that of 1894, began in Pulman, Ill., a company town built by George Mortimer Pullman, head of the Pullman Palace Company, manufacturer of sleeping cars. It brought the first Federal injunction in a labor dispute and made the late Eugene V. Debs the Socialist candidate for President in many elections.



Drawing by E. M. Ashe in Harper's Weekly

POLICE DRIVING BACK MOB from train blocked by obstructions in Chicago strike of 1894.

Following the panic of 1893, the Pullman company reduced wages an average of 25 percent.

The Pullman employees appealed to Eugene V. Debs, who had recently organized the American Railway Union. This was an industrial organization of railroad employees that had had considerable success in industrial disputes. Debs advised them not to strike, but they went out, compelling the closing of the shop.

Attempts to arbitrate failed, and members of the American Railway Union refused to handle Pullman cars. Twenty-four railroads, centering on Chicago, were tied up. The strike spread over the North, tying up most of it except New England. Violence broke out.

The General Managers' Association of Railroads appealed to President Cleveland, who sent Federal troops, over the protest of Gov. John T. Altgeld of Illinois. Altgeld had sent state militia wherever troops had been called for.

Cleveland's Attorney General, Richard Olney of Massachusetts, a former railroad attorney, appointed Robert Walker, another railroad attorney, special counsel of the United States, who asked a "blanket injunction" against obstructing railways and holding up the mails.

The President promised to use the whole Army if necessary to deliver a single picture postcard. Debs defied the injunction and when a mail train was derailed he was arrested.

Federal troops, arriving in Chicago, appeared at first to have things their own way. But violence broke out. Globe headlines told successively of "Bloodshed in Chicago," 'Flames and Bullets," and, finally, "Riot, Death, Destruction."

The strike broke after about 10 days, and with it the American Railway Union. The Railroad Brotherhoods, which had until then been little but fraternal organizations became labor unions, some affiliated with the American Federation of Labor.

The 1894 injunction sent Debs to jail. He was put to trial on several charges, but illness of a juror brought it to a halt. He was given six months for contempt of court in violating the injunction not to obstruct the mails.

In prison he did a lot of reading and became a Socialist. He was that party's candidate for President in many elections and once got about 1,000,000 votes.

There has never been a great railway strike since, though the threat of one helped put through the Adamson Law of 1916, which established the eight-hour-day on the railroads. A walkout of Railroad Shopmen in 1922 brought another Federal injunction, granted by a court to President Harding's Attorney General, the late Harry M. Daugherty.


CINCINNATI, O.
MAY 24
6-PM
1946
UNITED STATES POSTAGE
1 CENT
POST CARD
THE UNION NEWS CO.
GENUINE CURTEICH-CHICAGO "C.T. ART-COLORTONE" POST CARD (REG. U.S. PAT. OFF.)


LOUISVILLE
MAY 25
10 AM
1946
UNITED STATES POSTAGE
1 CENT
POST CARD
READMORE NEWS CO., LOUISVILLE, KY.
GENUINE CURTEICH-CHICAGO "C.T. ART-COLORTONE" POST CARD (REG. U.S. PAT. OFF.)

MAY 25

ON BAKES 7 DEGREES

cury soared to a new
the year in Boston
hitting the high spot
p. m., and Supt. of Po-
d W. Fallon warned
to keep their pets re-
nd warned parents to
ren away from dogs
e current warm

rcury yesterday re-
87 for more than an
a gradual cooling off.
st day of the year up
y had been March 29.
ercury reached 85.
ss, however, increased
afternoon, and show-
redicted for the early
y. The forecast, how-
d for clearing about
cooler weather, with
erature expected to
igher than 70.
y's sunny warmth sent
to the beaches. Many
ands in autos were ex-
am the North and South
ways today.

May 24, 1946

Mr. E. V. Rickenbacker
President, Eastern Air Lines
10 Rockefeller Plaza
New York, N. Y.

Dear Mr. Rickenbacker:

Mr. Walsh of your Boston office has just left your gift of the Eastern Air Lines Constellation Cigarette Tray.

Your kind courtesy is very much appreciated.

Yours sincerely,

Jay R. Ben

JRB:BCC

view of the extraordinary emergency which now exists, as President of the United States,

l upon the men who are now out on strike to return to their jobs and to operate our

ıds. To each man now out on strike I say that the duty to your country goes beyond any

e for per- sonal gain.

"If sufficient workers to operate the trains have not returned by 4 p. m. tomorrow,

ead of your government I have no alternative but to operate the trains by using

y means within my power. I shall call upon the Army to assist the ODT in operating

trains and I shall ask our armed forces to furnish protection to every man who heeds the

f his country in this hour of need."—PRESIDENT TRUMAN.

Fair Weather Back Sunday

Another fine spring day brought yesterday's temperatures well up into the 80's at many places in New England. In Boston it reached an even 80 degrees. Three such ideal warm, sunny days in succession seems to be about the limit here in New England in the Spring.

The cloudiness which appeared in increasing amounts late yesterday continued to thicken during the night and gives the skies their threatening appearance this morning.

A few brief light showers can be expected later on today but for southern New England, and Boston in particular, rainfall will be an almost negligible. Today's cloudiness and showers are a result of a storm area moving down the St. Lawrence valley from its position in the Great Lakes region late yesterday.

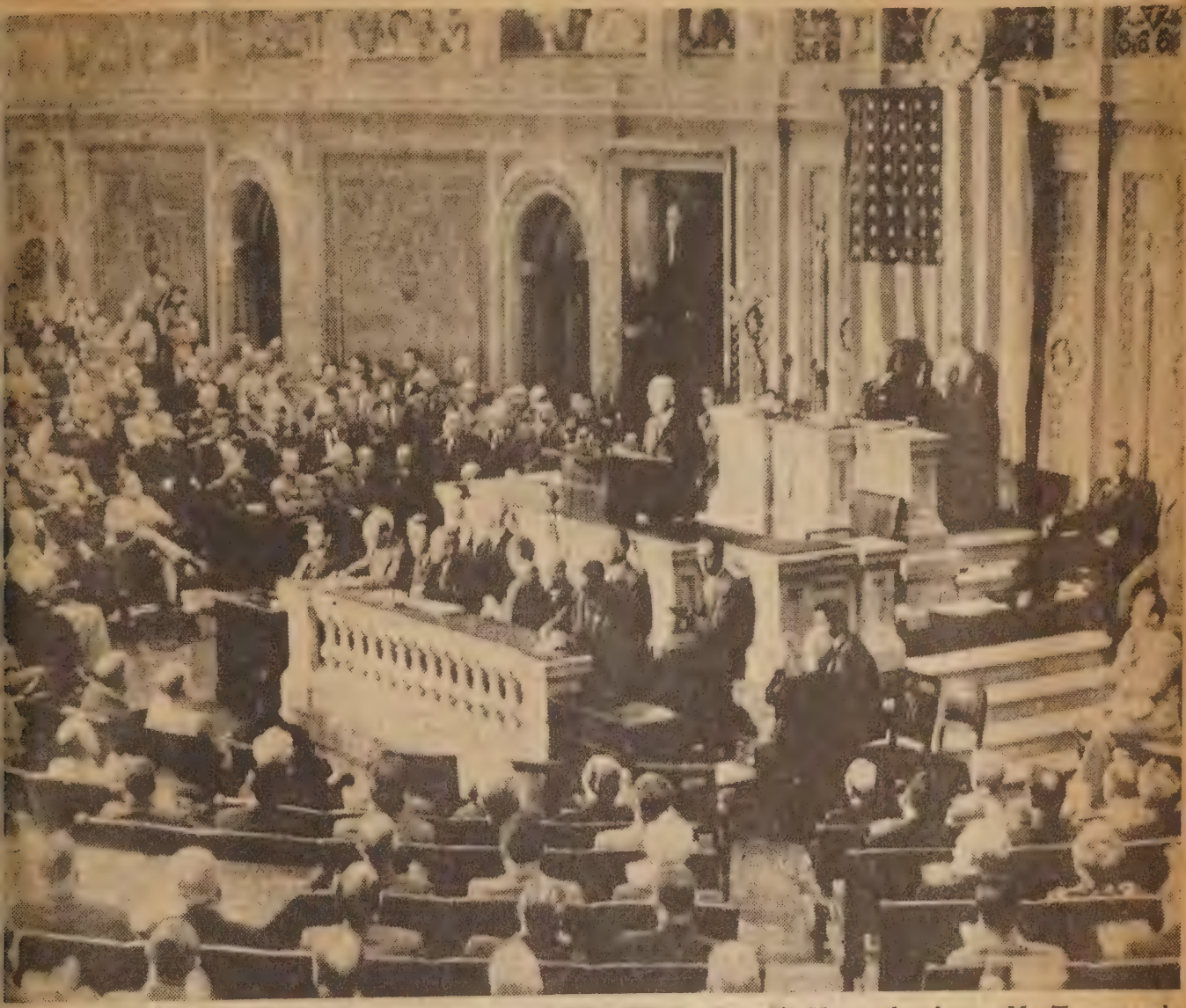
The bad effects from this storm will not continue beyond tonight and fair weather with pleasant temperatures are expected tomorrow.

Saturday, May 25, 1946
Woke up early and John was up to Sam's for the "Herald" at 6 - and later for the "Post" and "Globe" Breakfast upstairs at 8.30 orange juice - corn flakes, Creamed Halibut on toast. Read papers - up at 10. John went out to Weston with Jim to dig up the garden for Mrs. Jameson. I lugged the screens up out of the cellar - put a lot on - then glued the gold grass cloth on in places in the Little Living Room. Did a lot of little odd jobs around the place - Louise dropped around for a short call. Lunch on the front porch at 1.45. Jellied Consomme. Turkey Tomato Surprise

WASHINGTON, May 25 (UP)—The disastrous national railroad strike was settled today only a few minutes before President Truman called on a joint session of Congress to enact legislation outlawing strikes against the government.

Settlement—on Mr. Truman's terms—was three minutes before the 4 p. m. deadline set dent for Army operation of trains to avert st complete industrial collapse.

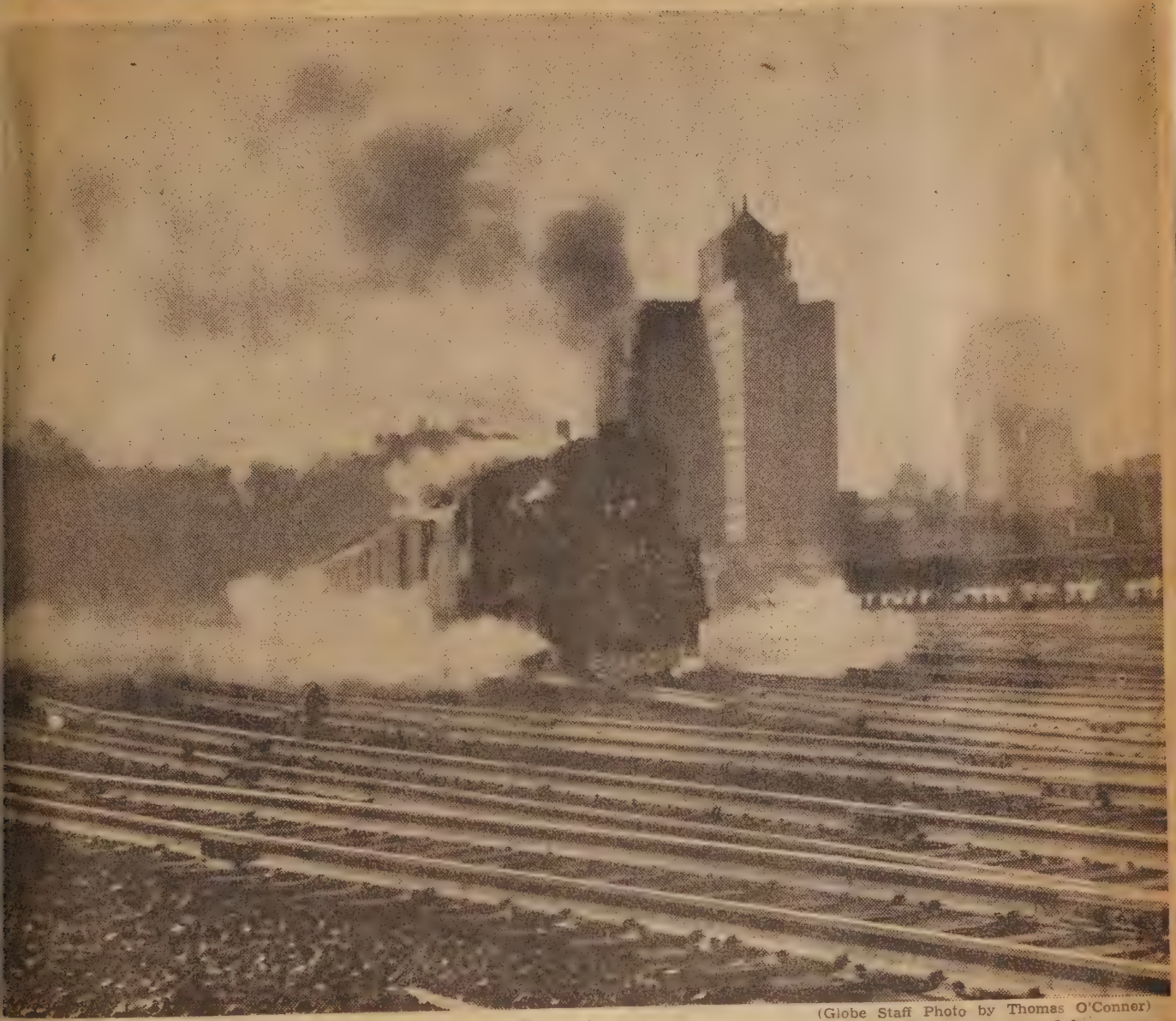
Buttered Toast. Cheese Bread. Milk - Half a grapefruit — Upstairs at 1.50. Listened — To the Broadcast of the Red Sox + Yankees - Baseball game + Freshened up at 4.30. left at 5.30 John drove me into the Hotel Kenmore. Ran the 35th Reunion Dinner of the B.U. Law Class of 1911 — On hand were Dave. Donahue, "Cab" Harrigan, Jim. Cavanagh, Sadie Shulman, Francis Sranahan, Sam. Susser, Jim. Luby, - Jim. McInerney, and P.D. Peters - Over at 9. "Cab" Harrigan drove Dave Donahue and me to Harvard Square. Cars to Oakley Road. Home at 10.10 and to bed - Frost + Higgins came this afternoon and sprayed the Elm Trees - John was out tonight first to Thelma Harlow's and then to Mary's and back to the House at 3.30 A. M. At 5 Heard the President address Congress and announce the strike was over.



;S HEARS PRESIDENT'S PLEA FOR STRONG STRIKE CURBS—Scene in House chamber as Mr. Truman asks
)n of Senate and House to give government power to draft men who refuse to work during strikes against govern-
: also called for criminal penalties on employers and union leaders. Behind President are Senator George, presi-
:m, and Speaker Rayburn.

5-25-46

Train Out of Boston Since Thursday Night



(Globe Staff Photo by Thomas O'Conner)

NG OUT OF THE NORTH STATION at 8:55 this morning, this Portsmouth-bound train was manned by a crew for duty in response to President Truman's plea. The engineer was Louis Dean. It was the first strike-bound move in New England.

5-25-46



THE AMERICAN FLAG flying over the yard master's house in the North Station yards gets a hearty wave from the engineer on one of the first trains to leave the Hub since the nation-wide strike last Wednesday. Normal service was expected just a few hours after the strike was officially ended.

INP by Carroll Myett

First Train Leaves South Station



TRAIN TO LEAVE SOUTH STATION—the erine"—awaits the "go-ahead" signal with er Oscar Parker, 64, of Union st., Natick, at the e. The "Wolverine" left before the railroad was settled but in less than an hour the official word of strike's end was received. Crack train hauled 12 cars, 121 passengers and more passengers were expected to get aboard on run to Detroit and Chicago.

INP by Myer Ostroff

5-25-46



Upstream & Down: Spring Sunshine on the Charles

THIRTY-FIFTH REUNION!

CLASS OF 1911

BOSTON UNIVERSITY LAW SCHOOL

- - - - - - - - -

OFFICIAL ANNOUNCEMENT

- - - - - - - - -

Five years have passed since we last met in reunion. Now we have an opportunity to meet again. You will find friendly relaxation and a renewal of old associations interrupted by the war.

The Reunion will take place on Saturday, May 25th, 1946. For those who enjoy baseball, we will gather and attend the Red Sox - Yankees Game at Fenway Park that afternoon.

In the evening we will have our Reunion Dinner in a private Dining Room at the Hotel Kenmore, Boston, at 6 P. M.

Plans are being laid for a very pleasant and worthwhile get-together and we hope that you will be with us without fail. If you desire to go to both the Ball Game and the Dinner, send me your check for $5.40 not later than Saturday, May 11th. This Red Sox - Yankee Game will be a sell-out early.

If you desire only to go to the Dinner, send me your check for $3.00 by Wednesday, May 15th.

With Best Regards to You
on Behalf of 1911

Jay R. Benton

Jay R. Benton, Class Secretary
160 Congress Street
Boston 10, Massachusetts

JRB:BCC

May 8, 1946

[illegible]

[illegible]

[illegible]

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[illegible]

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[illegible]

[illegible]

[illegible]

GEORGE C. PETERSON
COUNSELLOR AT LAW
PLYMOUTH, MASSACHUSETTS
TEL. 472W

File
Received - Benton
MAY 10 1946
Attended t vz:

May 9, 1946.

Dear Jay:

Will be on deck Saturday, May 25th, for the B.U.L. 1911 Reunion. It appears to be a fine program, and I hope the members of the class respond. The Red Sox — Yankee game especially appeals to me, and may the weather be favorable.

With best regards,

Sincerely yours,

George C. Peterson

ETTE 0833

File Received - Ben
MAY 1[illegible] 194[illegible]
Attended t[illegible] v

SAMUEL SUSSER
COUNSELLOR AT LAW
6 BEACON STREET
BOSTON 8, MASS.

May 9, 1946

Jay R. Benton, Esq.
160 Congress Street
Boston 10, Mass.

Dear Jay:

I send you herewith communication and enclosures received by me this morning from Hotel Kenmore.

The "Function Notice" intrigues me. It would be mighty interesting if we could have a "Principal Speaker". I was thinking it would be a nice thing to invite James Ronan to the dinner. You know, he started out with our class, took most of his lectures with us and was more or less identified with 1911. What do you think about it?

Sincerely,

Sam

HER

Political Advertisement

WED. WMEX 8:05 P. M.

"Now it can be told"

Democrats Nominate



Francis D. HARRIGAN For GOVERNOR

Joseph J. Buckley, 76 So. Huntington Ave., Boston

FRANCIS D. HARRIGAN
ATTORNEY AT LAW
SIX BEACON STREET

CAPITOL 3360-3361-3362

ROOMS 819-821
BOSTON, MASSACHUSETTS

May 15, 1946

Jay R. Benton, Class Secretary
160 Congress Street
Boston 10, Massachusetts

Dear Jay:

Here's the $5.40. I hope I can make it. However, Maurice the First is now throwing a few knuckle-balls.

Sincerely,

FRANCIS D. HARRIGAN

FDH/am

Enclosure



ED. PETERS | Jim LUBY | J.R.B. | FRANK MONAHAN | "CAP" HARRIGAN



SAM. SUSSER | "CAP" HARRIGAN | SADIE SHULMAN

35TH REUNION - S.U. LAW 1911 -
IN THE JESTER'S LOUNGE -
HOTEL KENMORE -

MAY 25 - 1946



ED. PETERS | Jim. LUBY | Jim. McIVERNEY | FRANK MONAHAN | "CAP" HARRIGAN



DAVE DONAHUE | SADIE SHULMAN | SAM. SUSSER | Jim. CAVANAGH

5-25-46



ED. PETERS

Jim. LUBY

JIM. Mc INERNEY



FRANK MONAHAN

Jim. CAVANAGH

5-25-46



5-25-46

ITTE 0833

SAMUEL SUSSER
COUNSELLOR AT LAW
6 BEACON STREET
BOSTON 8, MASS.

June 10, 1946

Jay R. Benton, Esq.
Pequosette Road
Belmont, Massachusetts

Dear Jay:

Received the reunion photos. Thanks. They all came out well. Everyone took a good picture but me. No fault of the camera.

Sincerely,

Samuel Susser

SS/hs

Thank you, Jay, for the very nice pictures taken of those of our 1911 Class who got together on the occasion of our 35th Anniversary. They will be a pleasant reminder of a delightable few hours spent at the Kenmore.

May I at this time make a date with you for our 50th? Gosh, we are getting along, aren't we?

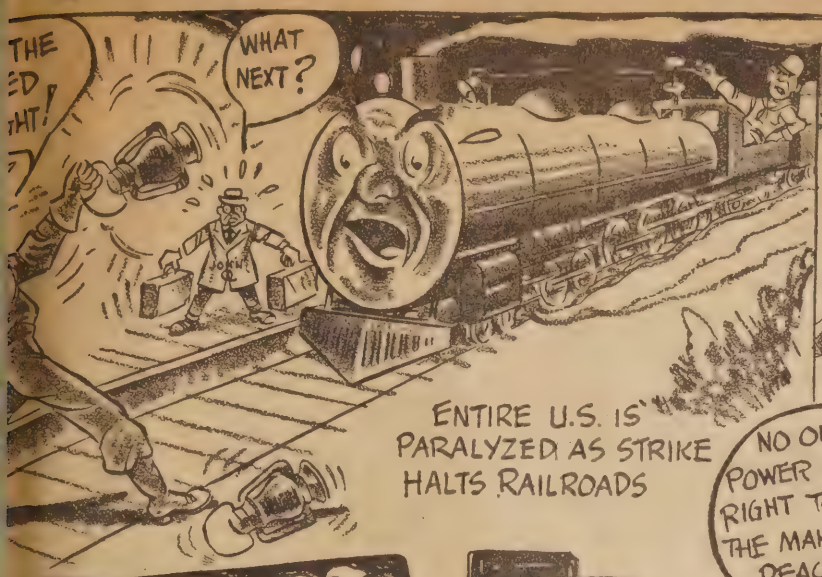
My best wishes to you and your fine family for good health and happiness

Sincerely,

Eddie

June 10, 1946.

News of the Week as Seen by Dugan



ENTIRE U.S. IS PARALYZED AS STRIKE HALTS RAILROADS



NO ONE POWER HAS A RIGHT TO VETO THE MAKING OF PEACE IN EUROPE!

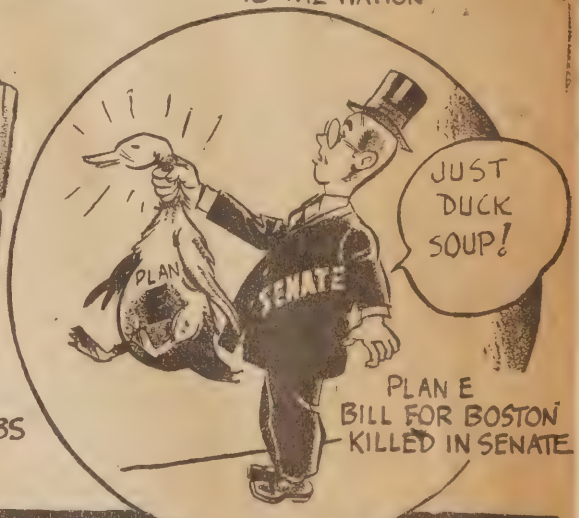
SECRETARY BYRNES MAKES REPORT TO THE NATION



REPORT BATTLE RAGING IN AZERBAIJAN



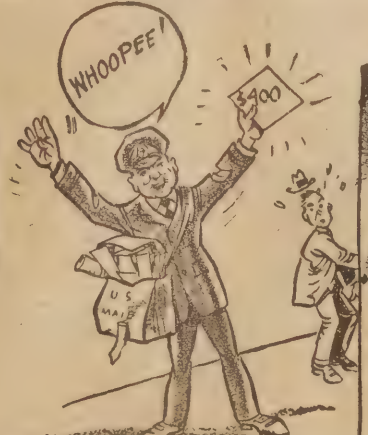
NOVELIST BOOTH TARKINGTON SUCCUMBS



PLAN E BILL FOR BOSTON KILLED IN SENATE



IS SMALL ARMY
ITS 72-STORY
IN NEW YORK



TRUMAN SIGNS POSTAL BILL-GIVES MOST OF POSTAL WORKERS $400 A YEAR BOOST



NEW ROW AT SCHOOL MEETING- NORTON IN VEHEMENT EXCHANGE WITH TEACHERS

DINTY DUGAN

5-26-46

May 20, 1946

Dear Mom and Dad,

Quite an eventful past week. We were very busy due to the railroad strike. The President was really serious about his action. We were fully notified at least 24 hours before the strike ended. On this base there were some one-hundred men ready to take over the trains out here. Ground crews were busy maintaining every plane with two seats or over.

I flew the other day. My communications officer and I have become good friends. He is a major and has a most likeable personality. He takes me up once a week for a ride. [illegible] through all the maneuvers. I think I'm doing fine all around. Of course I don't stunt when I fly but I certainly have plenty of room to execute a set. He likes me what to do with his hands and thinks I'm a natural up in the air. It's wonderful to [illegible] a plane like

Mail

him. What made him like me so well is that he is a ball player and we both play on the same team. We have a great time and he is certainly a good pitcher.

The Red Sox are still playing great ball. I listened to the game out here on the radio and got in early for the game of the double header. Ruth should be getting into form. I expect to be home before July fifteenth. I'll probably make my visit then. I'll be on the train for the west on the fourth. If I get a break I'll be home before July. At any rate I'll keep you posted.

Your,
[illegible]

P.S. I'll write again soon. I have very much news to write about when I think about it I may write.

1. Benton #546313 USMCR
c 63-33, MCAS,
ta ana, California

12-M
1946

Mrs and Mrs Jay R Benton
3 Pequossette Road
Belmont, Massachusetts

VIA
AIR MAIL

The 48-hour rail strike ended dramatically at 5 o'clock yesterday afternoon, minutes before President Truman went personally before Congress and asked and got action on legislation to permit drafting of men for industrial emergencies and penalizing strikes against government-seized property.

Mr. Truman interrupted his address to announce to a wildly whooping Congress that the strike was over.

Skies to Clear In Afternoon

As a climax to the three-day warm spell, New England experienced its hottest day of the season yesterday. During the warmest part of the day the mercury registered in the upper 80's at several points and even reached over the 90 degree mark at one or two places. Burlington, Vt., was officially the hottest place in New England with a reading of 91 degrees.

In Boston the high mark for the day was 87, four degrees short of equalling the record for this date, established in 1932. Cooler air swept down across New England from Canada during the night bringing an end to the abnormally war mweather. The cool air mass also brought with it showers which have occurred all over New England during the night and which will tend to persist in Southern New England through part of this forenoon.

Sunday, May 26 = 1946
Had a very good nights sleep and did not wake up until 6. A. M. Frances came down for a snuggle. The "Herald" came at 7.45 - Breakfast upstairs at 8.10. Orange juice - corn flakes. Fried Egg in Fried Bologna - Roll - Buttered Coffee. Scanning all the Sunday papers. Listened to Frank Harrigan on the radio - he running against Maurice Tobin - for the democratic nomination for Governor - From 10 to 11.30 did testing - then up, shaved, dressed and to 11 Oak Avenue to call on Mother - Back to the house - Front Porch Party - David, Jeanne, Leslie Muddy & Jim - Nan Nostar & Thelma Harlan - The children stayed to dinner - Roast Leg of Lamb

Heat With Humidity

Hot air rushed from the Southland yesterday toward the high-pressure front which had been moving northeastward from Nevada during the last three days and was central last evening over the Province of Quebec. The wind which brought to New England the highest temperature of this year was southwesterly. It was steady at a velocity of 28 miles an hour much of the time, but there came frequent gusts as high as 36 miles.

Great trees, like maples and elms, now in full foliage, were swayed and tossed about in the sunshine, with a rhythm beautiful to watch.

Far to the northeast, on the circle which bounds our horizon, the Sun, red and glaring, appeared in the clear sky at 5:13 a.m. Far to the northwest, 14 hours and 56 minutes later it disappeared behind a dark blue cloud bank.

Boston temperature reached a maximum of 87, and averaged 71 for the day, 12 above the normal mean. There was heavy dew in the morning and humidity was excessive during much of the day.

Some other top New England figures were Westfield 88, Pittsfield 84, Manchester, N. H., 89; Burlington, Vt., 86; Presque Isle, Me., 81; Hartford, Conn., 82; Providence 77. The southern two states actually were cooler than the other four. The highest Boston temperature in May, 1945, was 79.

Showers which hovered along the lower edge of the high front in Quebec had reached Elmira and Rochester, N. Y., late yesterday on the way east.

The forecaster last evening interpreted the weather map as indicating possible showers before morning, but clearing by noon today.

C. H. B.

May 26, 1946.

Took colored movies of the Baby - out on the lawn - her first days of walking + Rested the remainder of the afternoon - a snack supper — club sandwich - milk - cut custard with strawberries +



LESLIE

SUNDAY - MAY 26, 1946

The Commonwealth of Massachusetts

State Planning Board

11 Beacon Street. Boston 8

—also, Authorized by Chapter 278 of the Acts of 1936 to act jointly with commissions or individuals designated by other New England States and New York in formulating compacts for the development and improvement of natural waterways common to any two or more of said states.

May 27, 1946

Honorable Jay R. Benton, Chairman
Greater Boston Development Comm.
80 Federal Street
Boston, Massachusetts

Dear Mr. Benton:-

Before sending along to the files your letter of May 22, I merely wish to say that although it was not possible for me to attend the meeting of the Executive Committee last Friday, since it conflicted with a previous engagement, I am very happy to know that you were not permitted to step down from the Chairmanship in favor of someone else.

With all due respect to the work and worth of any one else who might be considered, I believe that your own withdrawal would be nothing less than a calamity.

Sincerely yours,

Elisabeth M. Herlihy

(Miss) Elisabeth M. Herlihy
Chairman

EMH:MK

Boston Mutual Life Insurance Company

DISTRICT OFFICE
OSEPH WHITE, SUPT.
13 HUNTINGTON AVENUE
BOSTON, MASS.

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

May 20, 1946

Mr. J. R. Benton
President

Dear Mr. Benton:

The superintendents of the Boston Mutual Life Insurance Company, extend to you a most cordial invitation to attend a surprise testimonial dinner to be tendered Mr. William H. Moody, at the Fox and Hounds Club, four hundred-forty eight Beacon St; Boston, Mass. on Monday, May 27, 1946.

Sincerely yours,

J. White

Chairman

Cocktails at 5:00

Dinner at 6.00

Monday, May 27, 1946

a postcard from Nicholas today told us that on last Friday he was in Cincinnati - The rain just pelted down all day and all night - Frances was down for a snuggle. Breakfast - orange juice - Cream of Wheat - Minced Ham on Toast - Iced Coffee. Monday Morning suit case. Rubbers - to the Square with Frances. Subway - Office - Out at 12.30 with Evett Lane to the Cafe Rouge in the Hotel Statler for lunch. Mixed Vegetable plate - Ham Croquette - Poached Egg. Roll. Cottage cheese - Iced Coffee. To Paine's Furniture Company. Raining hard - subway to Chauncy St. To Jordans left film - looked at the Painting exhibition to Liggetts for medicine. To Worlworths but no bird books. Back to the office - Worked to 4.30

Rain to Continue Until Tomorrow Forenoon

Moderate to occasionally heavy rain will continue tonight and tomorrow forenoon, the weatherman predicted today as northeast winds swept in off the ocean to put an end to the short spell of summer weather enjoyed over the week-end.

Even with the promise of an end to the rain about noon tomorrow, the skies will remain gray and the temperature will stay in the 50's all day, according to the forecaster.

Northeast winds on which the storm is riding up the coast from Maryland, will increase to from 20 to 30 miles an hour and will diminish only slightly Tuesday.

The low visibility caused cancellation of morning and afternoon flights out of Logan International Airport and all five major airlines posted notices their next flight depended on a break in the weather. No planes arrived from LaGuardia Field during the forenoon and advices from that field said 58 flights had been canceled.

Quebec Sends a Chill

It was one of those quick changes, of temperature in particular and weather in general, peculiar to the month of May, that struck New England with a bang during the Red Sox-Yankee twinbill baseball melee at Fenway Park yesterday.

While showers had been predicted for earlier in the day, from sunrise until after noon the mercury ran high, the sky was clear and there were gentle breezes from the west.

Overhead were pretty islands of dainty clouds. When the Sun shone through them, the dapples glistened like silver. Temperature was at 83 early in the afternoon and the huge crowd massed to see the "crucial" games soon was divested of surplus clothing, a mass of white shirts appearing as in mid-Summer.

There came a change of wind—a quick turn of the weather vanes to northeast, off-ocean; temperature dropped 15 degrees within a few minutes as the white shirts at the game vanished. Dark, menacing clouds loomed to the eastward and wind velocity reached 25 miles an hour, with gusts aplenty mounting to 32.

Thunder growled in the distance. The sky blackened and eventually came showers with temperature dropping below 60 degree in a few minutes. All this resulted from a huge cold front which had turned down from Quebec, swept across New England directly over Boston and Providence and away to the south.

Precipitation up to the 8:30 p. m. reading was .22 inch, with showers intermittent thereafter and expected to last into today. C. H. B.

May 27, 1946.

SNOW—In Truro, Mass., suddenly, May 27, Nellie K. Snow of 321 West Emerson st., Melrose, Mass. Services from the Woodlawn Cemetery, Everett, on Wednesday at 3 p. m. Relatives and friends invited. Friends may call at the funeral home of A. N. Ward & Son, 37 Maple st., Malden, Tuesday evening and Wednesday until noon.

In Ed. Wright's car, Everett Lane and I made our way to the Fox & Hounds Club - to attend the Surprise Testimonial dinner for William H. Moody - it was a really fine evening and a genuine surprise - W. H. M. and I were given a lift home by Ed Wright - a stop at Harvard Square for the papers - To bed at 10.30 + Raining hard still -

Before Wm Moody arrived for the party this evening, came the sad news of the tragic passing on at Wellfleet on Cape Cod of Chester Snow's wife. It put a damper on everybody's feelings.

TESTIMONIAL BANQUET

TENDERED BY THE SUPERINTENDENTS OF THE

BOSTON MUTUAL LIFE INSURANCE COMPANY

TO



MR. WILLIAM H. MOODY

AT THE

FOX AND HOUNDS CLUB

FOUR FORTY-EIGHT BEACON STREET
BOSTON, MASSACHUSETTS

MONDAY, MAY TWENTY-SEVENTH NINETEEN HUNDRED AND FORTY-SIX

SUPERINTENDENTS

Louis Mirisola
Talcott Burgess
Joseph P. Derosier
Joseph White
Edward E. Mackay
Charles W. H. Burland
Thomas J. McAndrew
Morris L. Goldman
Paul H. Linscott
Thomas C. Boylan
James A. Doherty
William F. Dwyer
George D. Swig
William A. Fyfe
William M. Walsh
John C. U. Ring
William A. Farrell
Foster F. Allen
Harry L. Freeman
Clifton B. Powers
Henry L. Horan
Melvin R. Tappin
Gerald M. Doucette
Ambrose F. White
F. Gordon Smith
Linus M. Callen
John J. Quinn
Michael A. Migliore
William J. Fitzpatrick
Louis I. Leon
Bernard J. McCormick
Harry G. Scampton

COMMITTEE ON ARRANGEMENTS

Ambrose F. White
George D. Swig
Edward E. Mackay
Bernard J. McCormick
Joseph White

INVITED GUESTS

Jay R. Benton
President

Everett H. Lane
Secretary - Treasurer

Edmund M. Wright
Superintendent of Agencies

Lorne J. Peters
Assistant Superintendent of Agencies

Frank L. Newman
Agency Inspector



Cocktails Hors D'Oeuvres

Fresh Fruit Cup

Mixed Pickles

Onion Soup

Charcoal T Bone Steak
Mushrooms

French Fried Potatoes New Garden Peas

Assorted Rolls

Salad

Ice Cream Cookies

Coffee
Demi-Tasse



5-27-46



GEORGE SWIG (LAWRENCE) JOE WHITE (BOSTON) BERNARD McCORMICK (WORCESTER) WM. H. MOODY ED McKAY (CAMBRIDGE) AMBROSE WHITE (PROVIDENCE)

The Committee.

5-27-46

May 15, 1946

After being connected with the John Hancock Mutual Life Insurance Company for several years, Mr. Moody entered the employ of the Boston Mutual Life Insurance Company, April 1, 1906, as an Assistant Superintendent in our Lynn District Office. The following year, he was placed in charge of a detached Agency of the Lynn District and June 1909, when Salem was made a separate District, Mr. Moody was promoted to Superintendent of that District. This position he held until November 7, 1910, when he was transferred to the Boston Agency, which was located in Roxbury. He took charge of this District in its infancy, building it practically from nothing to the largest District in the Company. This District, having developed a splendid foundation for two Class A Districts, was divided under Mr. Moody's supervision without loss of business and the Boston and Dorchester Districts were made, which are now our two largest Districts.

These changes were made around March 1, 1925, at which time Mr. Moody was promoted to Assistant Superintendent of Agencies at the Home Office to assist Robert King, who was at that time Superintendent of Agencies. Mr. King became ill about March 1928, and Mr. Moody was Acting Superintendent of Agencies until Mr. King's death, January 1929.

On January 23, 1929, Mr. Moody was promoted to Superintendent of Agencies in which capacity he served until March 1, 1946, when he was appointed Agency Consultant at the Home Office.

GREATER BOSTON DEVELOPMENT COMMITTEE INC.
80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS
Telephone Hancock 3540
Action Today to Achieve the Greater Boston of Tomorrow

ENTON
BRETT
C C. CHURCH
DGKINSON
K. JACKSON
A. PAPPAS
Executive Committee
C C. CHURCH
Finance Committee
OWELL
FRANCIS ADAMS
BLOOMFIELD
ector
CROSKY

May 27, 1946

MEMORANDUM

From: T. T. McCrosky, Executive Director

The following resolution was adopted unanimously by the Executive Committee at its meeting of May 24, 1946.

> "Resolved that the Greater Boston Development Committee approve the pending legislation (House No. 1845) creating a non tax-supported Authority to construct a high level fixed span toll bridge over the north and south channels of the Mystic River with connecting approaches to the vicinities of City Square, Charlestown and Winnisimmet Square, Chelsea; with the understanding that such Authority will give study to the feasibility of relocating the approaches shown on Plan No. 196-OIR accompanying Senate Number 746 of 1941, in the interest of improved traffic flow."

The Executive Committee took the above action on behalf of the Greater Boston Development Committee, as it is convinced that this project is extremely important to the interests of the Greater Boston Region. The new toll bridge would replace the present narrow congested low-level structure with its two swing spans. Present traffic over the bridge is in excess of 30,000 vehicles per day. The North Channel span now has to be opened an average of 20 times per day for the passage of water borne commerce. The new bridge and approaches will be financed entirely by revenue bonds, without the pledge of state credit.

Should you desire further information concerning this project we shall be glad to supply it. The Executive Committee considers that House No. 1845 fully merits your support.

T. T. McCROSKY
Executive Director.

Co B. 9 BN. 1 R.T.C.
CAMP McCLELLAN,
ALABAMA

: to the account of Boston Mutual Life Insurance Co. $

CABLE

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

ACCOUNTING INFORMATION

TIME FILED

: following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

Deliver, Do Not Phone

May 28, 1946.

Mr. Chester W. Snow,
321 West Emerson St.,
Melrose, Mass.

Officers and Directors send deepest sympathy. Desire to help in any way possible.

Jay R. Benton

S OF SERVICE

is a full-rate am or Cable- unless its de- character is in- d by a suitable l above or pre- the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

LDA1AMK 27

1946 MAY 27 PM 1 08

BOSTON MASS 27 100P

JAY R BENTON PRES BOSTON MUTUAL LIFE INS CO

100 CONGRESS ST BSN

CONFERENCE WILL BE HELD MAYOR'S OFFICE, TUESDAY, MAY TWENTY EIGHTH, TWELVE NOON, PURPOSE RECONSIDERING FINANCING VETERAN TEMPORARY HOUSING. SINCERELY TRUST YOU WILL MAKE SPECIAL EFFORT TO ATTEND

JAMES M CURLEY MAYOR OF BOSTON.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

ARE YOU REALLY COVERING NEW ENGLAND?



BOSTON MUTUAL LIFE INSURANCE COMPANY

160 Congress St., Boston, Mass.

OFFICE OF
SUPERINTENDENT OF AGENCIES

May 28, 1946

Circular Letter to the
District Superintendents

Subject: Company
Advertising Campaign.

Attached is a copy of your Company's advertising Campaign which will appear in all leading newspapers on June 5 and June 6, 1946, together with a copy of news release and schedule listing papers in which our ad will appear.

A circular letter with a copy of the ad and news release is enclosed for each member of your organization and it is felt that much prestige can be gained by the alert agent who will capitalize on this advertising idea.

Public acceptance of the agent and his Company is of the utmost importance and advertising of this description always opens the way for the field man to start a discussion.

We would be interested in hearing of any direct beneficial effects, contacts, or sales made by our agents as a result of the campaign.

Very truly yours,

Superintendent of Agencies

Wendell P. Colton Company
GENERAL ADVERTISING AGENTS
122 East 42nd Street New York



Back to basic training—for good!

BASIC TRAINING IN THE ARMY WAS NEVER LIKE THIS.

Yet this quiet exercising of a boy's eager mind and muscles . . . is basic training, too, for Son—*and Dad.*

It teaches the youngster self-respect. Persistence. And pride in a job well done.

And Dad? Maybe he's fresh from bleak barracks or broken battlefield . . . home now to savor anew the treasured warmth, the cherished intimacy, of a home that is *secure.*

dom from want for his family. It's a dike against need. And *now* is the time to reinforce that dike with *additional* life insurance . . . assuring his family a steady income over those years when they might otherwise be helpless without it.

When *you* think about increasing your insurance . . . think of ***Boston Mutual,*** always eager to help you in any way we can. For 55 years we have helped families build toward that serene future that *only* financial security can bring.

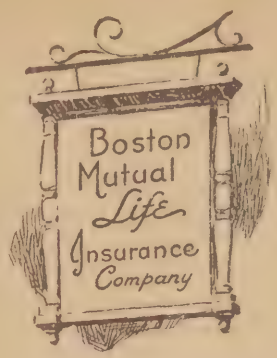
Perhaps it re-introduces him, too . . . to a sense of *his responsibility* for his loved ones' security.

That's why it is vital that the veteran hold on to his Government life insurance! It helps build free-

You'll always find it worthwhile to look up your ***Boston Mutual*** representative. With *his* "basic training" in insurance and his accumulated years of experience . . . he will prove a true friend indeed!

★ ★ ★

Increase of Insurance in Force for 1945 $8,422,467 • Total Insurance $137,642,473 • U. S. Govt. Bonds owned $19,109,015 • Cash in Banks $514,897 • Payments to Policyholders in 1945 $2,046,934 • Total paid to Policyholders since organization $42,356,329.



HOME OFFICE

Congress & Franklin Streets

Boston, Mass.

JAY R. BENTON, *President*

A Progressive Mutual Company — Now in its Fifty-fifth Year

Newspapers — 2 columns x 10"

For immediate release from Home Office of Boston Mutual Life Insurance Company, Congress and Franklin Sts., Boston.

The Boston Mutual Life Insurance Company, according to an announcement recently made by its President, Jay R. Benton, is substantially bettering the outstanding record it made in 1945.

New insurance issued during the first four months of this year was more than 42% greater than the amount issued during the same period of last year. The Ordinary Department had an increase of over 81% in insurance issued in the New England area. Continuation of the same rate of growth for the balance of the year will result in the largest increase of any year in the Company's history.

Total insurance in force as of May 1st was over $142,000,000, representing a gain of more than $5,000,000 since January 1st, 1946. The Company's investment in United States Government bonds exceeds $20,000,000 which is 80% of its total investments.

Since organization the Company has paid to policyholders and beneficiaries over $43,000,000. It now has one policy in force for every 17 people living in the territory in which it operates.

The Boston Mutual Life Insurance Company, now in its fifty-fifth year, has welcomed back many employees from the armed forces and has also enlarged its organization to serve the thousands of new policyholders in the New England area.

Mr. Benton, a former Attorney General of Massachusetts, widely known in life insurance and business circles, is also active in civic affairs and is Chairman of the Greater Boston Development Committee.

SCHEDULE OF ADVERTISING
FOR
BOSTON MUTUAL LIFE INSURANCE COMPANY

DAILY PAPERS

CITY	PAPER
Boston	Christian Science Monitor
"	Globe
"	Herald Traveler
"	News Bureau
"	Post
"	Record-American
Amesbury	News
Athol	News
Attleboro	Sun
Beverly	Times
Brockton	Enterprise and Times
Chelsea	Record
Clinton	Item
Fall River	Herald-News
Fitchburg	Sentinel
Framingham	News
Gardner	News
Gloucester	Times
Greenfield	Recorder-Gazette
Haverhill	Gazette
Holyoke	Transcript-Telegram
Hyannis	Cape Cod Standard Times
Lawrence	Eagle Tribune
Leominster	Enterprise
Lowell	Sun
Lynn	Item
Lynn	Telegram News
Malden	News
Marlboro	Enterprise & Hudson Sun
Medford	Mercury
Milford	News
New Bedford	Standard Times
Newburyport	News
North Adams	Transcript
Northampton	Gazette
N. Attleboro	Chronicle
Norwood	Messenger
Pittsfield	Berkshire Eagle
Quincy	Patriot Ledger
Salem	News
Southbridge	News
Springfield	Union Republican and News
Taunton	Gazette
Wakefield	Item
Waltham	News-Tribune
Woburn	Times
Worcester	Telegram Gazette and Post

WEEKLY PAPERS (cont'd)

CITY	PAPER
Cambridge	Chronicle Sun
"	Tribune
Chicopee	Herald
Danvers	Herald
Dedham	Transcript
"	County Recorder
Dorchester	Beacon
"	Argus News
East Boston	Argus Advocate
"	Free Press
"	Times
"	Leader
Easton	Bulletin
Everett	Leader Herald
Fairhaven	Star
Falmouth	Enterprise
Foxboro	Reporter
Franklin	Sentinel
Great Barrington	Berkshire Courier
Harwich	Brewster News Letter
"	Chatham Gazette
" Independent	Orleans Record
" List Inc.:	Dennis Clipper
Haverhill	Sunday Record
Hudson	News Enterprise and Maynard News
Hyde Park	Gazette and Times
"	Tribune
Jamaica Plain	Citizen
Lexington	Minute Man
Lowell	Sunday Telegram
Mansfield	News and Foxboro Times
Melrose	Free Press
"	Leader
Middleboro	Gazette
Milton	Record
"	Mattapan News
"	Tribune
Natick	Bulletin and Wayland Enterprise
Needham	Times
"	Chronicle
Newton	Graphic
"	Transcript
Orange	Enterprise and Journal
Peabody	Times
Plymouth	Old Colony Memorial

WEEKLY PAPERS

Allston	Citizen
"	Brighton Citizen
"	Brookline Citizen
Andover	Townsman
Arlington	Advocate
Ayer	Turners Public Spirit
Barre	Gazette
Belmont	Citizen
"	Herald
Boston	Back Bay Ledger
"	Boston Sunday News
Brighton	Citizen
	(See Allston Citizen)
Brookline	Chronicle
"	Citizen
	(See Allston Citizen)
Randolph	Herald
Reading	Chronicle
Revere	Budget
"	Journal
Rockland	Abington Advertis
"	Cohasset Cottager
" Franklin	Duxbury Pilgrim
" List	Hanover Advance
" Inc.:	Marshfield Mail
"	Norwell News
"	Pembroke Colonist
"	Rockland Press
"	Scituate Herald
"	Weymouth South
"	Weymouth Sun
"	Standard and Indo
Roslindale	Parkway Transcrip
	West Roxbury Tran
Roxbury	Citizen
"	Gazette

(continued)

WEEKLY PAPERS

CITY	PAPER
Somerville	Journal and Press
South Boston	Gazette
Stoneham	Independent
"	Press
Stoughton	Chronicle
Ware	Ware River News
Wareham	Courier
Watertown	Herald
"	Sun
"	Tribune Enterprise
Webster	Times
Wellesley	Townsman
W. Springfield	News
Weymouth	Gazette and Transcript
Whitman	Times
Winchester	Star
"	Herald
Winthrop	Sun
Worcester	Labor News

RELICIOUS PUBLICATIONS

Boston	The Pilot
Worcester	Catholic Messenger

DAILY PAPERS - NEW HAMPSHIRE

Concord	Monitor & Patriot
Manchester	Union Leader
Nashua	Telegraph

WEEKLY PAPERS - NEW HAMPSHIRE

Exeter	News Letter
Hampton	Union & Rockingham County Gazette
Milford	Cabinet

DAILY PAPERS - MAINE

Augusta	Kennebec Journal
Bath	Times
Biddeford	Journal
Lewiston	Journal Sun
Portland	Express Press Herald
Waterville	Sentinel

WEEKLY PAPERS - MAINE

Brunswick	Record
Sanford	Tribune & Advocate

DAILY PAPERS - RHODE ISLAND

CITY	PAPER
Newport	Herald
"	News
Pawtucket	Times
Providence	Journal-Bulletin
Westerly	Sun
West Warwick	Pawtucket Valley Times
Woonsocket	Call

FOREIGN LANGUAGE PAPERS - MASSACHUSETTS

Boston (Thur.)	Jewish Advocate
" (Daily)	Jewish Daily Forward
" (Daily)	Jewish Daily Journal
" (Fri.)	Italian News
" (Daily)	La Notizia
" (Sat.)	Gazette del Mass.
" (Daily)	Kuryer Codzienny
" (Wed.)	Keleivis
" (Tue.& Fri.)	Darbininkas
Fall River (Thur)	Novidades
" (Daily)	L'Independent
Fitchburg	Raivaaja
"	La Liberte
Holyoke	La Justice
Lawrence	Le Cour de Lawrence
Lowell	L'Etoile
New Bedford	Diario de Noticias
"	Le Messager
Pittsfield	Corriere del Berkshire
Fairhaven	O Colonial
Worcester	Jewish Civic Leader
"	Le Travailleur
"	Svea

FOREIGN LANGUAGE PAPERS - NEW HAMPSHIRE

Manchester	L'Avenir National
Nashua	L'Impartial

FOREIGN LANGUAGE PAPERS - MAINE

Biddeford	La Justice
Lewiston	Le Messager

TRADE PUBLICATIONS

Boston	Banker & Tradesman
"	Insurance Age Journal
"	U. S. Investor
"	The Standard
"	Boston Business
"	C. I. O. News

[illegible]

SCHEDULE OF ADVERTISING

FOR

BOSTON MUTUAL LIFE INSURANCE COMPANY

16,309,904

That's the potential audience for the coming advertisement of your Boston Mutual Life Insurance Company.

	CIRCULATION
Boston newspapers	1,706,089
Massachusetts dailies	821,462
Massachusetts weeklies	730,495
Maine dailies & weeklies	164,303
New Hampshire dailies & weeklies	70,408
Rhode Island dailies & weeklies	247,264
Foreign Language (Jewish, Italian, Polish, Lithuanian, Portuguese, French, Finnish, Swedish)	310,561
Trade Journals	26,894
	4,077,476
200 publications, four readers to a paper	16,309,904

We don't believe any other New England insurance agency fires a broadside as big as this. It should mean plenty of leads for your men!

May 28, 1946

M E M O R A N D U M

TO: Field Force

FROM: E. M. Wright

SUBJECT: Boston Mutual Advertising Campaign

A copy of the advertisement which will be used this year by your Company is attached.

This advertisement will appear in over 200 publications, daily, weekly, and foreign language newspapers, published in the four states in which your Company has offices. The combined circulation of these papers is over 4,000,000 and on the usual advertising assumption that four persons read each paper, this means your Boston Mutual ad will be seen over 16,000,000 times.

Your Superintendent will tell you the papers in your area in which our ad will appear. For most papers the date will be either June 5th or 6th.

Watch for your ad, call your policyholders attention to it. Tear out the page on which it is printed in your paper, carry it with you and show it to your prospects. It will help in telling about your Company and what it does for its policyholders.

We also attach a copy of a new release which has been sent to the various newspapers in which the ad will appear. Many of these papers will print part or all of this news item either before or after the regular advertisement. Watch for this also, your policyholders will be interested in it and I know you share our satisfaction in the excellent record your Company made during the first four months of this year. Let's keep up the good work!

This notice is sent you in evidence of our policy of keeping the field force fully advised of what we are doing to aid them in their work; make use of the help it can be to you!

Sincerely yours,

E. M. Wright

Superintendent of Agencies

Terrific Wind, Rain Lash N. E.

A northeast storm, which lashed Boston and New England with 40-mile-an-hour winds and a driving rain and drizzle, closing many schools and causing considerable damage, slackened at noon today with a promise of clearing skies and warmer temperature for tomorrow.

Weather officials predicted cloudy weather tonight and tomorrow morning with a return of sunshine and a rising mercury by afternoon.

Boston's rainfall up to 9 a. m. was 1.76 inches, bringing the total for the month to 4½ inches, almost two inches above normal May precipitation.

Plane flights in and out of Logan Airport were resumed early this afternoon after being cancelled since last night because of the storm. Most early arrivals and departures were at least an hour behind schedule but normal flights were expected by nightfall.

The storm delayed ship arrivals and sailings from Boston harbor and cut down loading and unloading of vessels almost completely.

On Just and Unjust

When storms rush together and commingle there usually is heavy precipitation at the point of juncture and its environs. That is just what happened yesterday. Bear in mind, please, that mention was made yesterday of a cold front passing over Boston on its way south, with resultant showers and growls of thunder and with .22-inch of rain up to 7:30 Sunday evening. When it got off the New Jersey coast late yesterday there had formed a new strong low-pressure center over the Virginias, which had started moving northeastward.

The two disturbances came together close enough to New York city so that resultant heavy nimbus clouds had yielded more than an inch of rain both there and at Hartford, Conn., by 6:30 last night. At that time the new storm center was moving northeastward and had become central south of Nantucket. Its indicated course was to the northeast, whirling as it progressed, so that Boston would continue to get northeast wind which already had prevailed throughout the day and was increasing through the night to a velocity of 42 miles an hour with gusts up to 52 miles and storm warnings displayed.

From 4 to 6 o'clock yesterday clouds hung very low over Boston and fine, soaking rain fell fast. The total of rain for the storm to 8:30 a. m. was 1.76 inches which even then had brought the May total to 4.49, far above normal for the month, with more coming. Showers were expected to continue well into today.

Curiously, northern Maine had clear sky most of yesterday, with mercury at 70 degrees in Houlton, 73 at Millinocket and 74 at Bangor, while Boston temperature ranged between 54 and 57, about five below normal for the date.

May 28, 1946. C. H. B.

Tuesday May 28, 1946

Good news today from the doctor about the wart on my right temple — Strained buckets all night — Slept late. Breakfast orange juice Ralston — Fried Eggs & Bacon. Toast — Butter — Iced Coffee — The Rains. Umbrella and rubbers. To the square with Frances. the subway — the office. Telegram to Chester Snow and ordered flowers. Out at 11.45 to Mayor's office at City Hall and attended Conference on veterans' housing — at 1 to the Parker House — to the Knockers Club + Fried Filets of Haddock. Tartar Sauce. Cole Slaw Roll. Cottage Cheese — Iced Coffee — out to Liggetts' for Chesterfields — to Brecks for 100 Mixed gladiolus Back to the office — Conference with John Milne preparatory to his going Back to Philadelphia — Walked to 4.30 Then with Wm Moody + Leo Leary to Belmont

Arlington, Belmont Traffic Slowed by Tree Branches

In Arlington and Belmont, branches of trees blown into the street necessitated a slow movement of traffic along those streets. Town employees started work early to clear up the debris.

Upstairs to rest until dinner time.
Good Chicken Soup. Hamburg Patties
Fried Onions. Shoe String Potatoes —
Lettuce Salad. French Dressing — Cream
of Tarter Biscuits. Butter — Milk.
Strawberry Shortcake —
Upstairs at 7. and so To Bed +

.eader in School Sports



BASEBALL IS A FAMILY AFFAIR at Belmont High for exactly one-third of the Belmont lineup these days is composed of the Wettlaufer Brothers, Henry (left), Andy (center), and John. Andy is 18, a senior and catcher. Henry is 17, a junior, and right fielder. And John (the "baby") is 16, a sophomore, and shortstop. P. S.—Belmont is leading its Middlesex league with nine wins, one loss.

BROWN, FIELD, McCARTHY & FIELD

LARUE BROWN
ELIAS FIELD
HORACE P. MOULTON
DONALD T. FIELD
CHARLES C. McCARTHY

MAURICE B. LYNCH
JOHN G. KHOURI
RAYMOND E. BERNARD
JAMES C. GAHAN, JR.

15 STATE STREET
BOSTON 9, MASSACHUSETTS

May 23, 1946

Hon. Jay R. Benton
President, Boston Mutual Life
Insurance Company
160 Congress Street
Boston 10, Mass.

My dear Jay:

The annual meeting of the Trustees of The Phillips Exeter Academy New England Alumni Association Scholarship Trust will be held at 15 State Street, Boston, Massachusetts, Ninth Floor, on Wednesday, May 29, at 4:15 P.M.

This meeting will be primarily for the purpose of awarding a scholarship as provided in the Trust Agreement. H. Hamilton Bissell, the recently appointed Director of Scholarship Boys at the Academy, and possibly Corning Benton will come down from Exeter for this meeting and bring data conderning the records of several candidates for our scholarship for the consideration of the Trustees.

We earnestly hope that as many of the nine Trustees as possible will try to attend the meeting.

Yours sincerely,

Donald T. Field

Donald T. Field
Trustee

DTF EHS

avy Rainfall Causes Damage; to Clear Today

Wednesday, May 29, 1946

Grand News! Nicholas is going to get his diploma at Exeter! It started raining Sunday afternoon, it has been raining ever since, and it is still raining hard this morning. Frances was down for a snuggle. Had my breakfast at 8.15 - Orange juice - Wheat germ - Minced ham on Toast - Pan Cakes - Iced Coffee. The Umbrella and Rubbers - To the Square with Frances - Office, and work - out at 12.30 and to Jordan's and Bailey's looking for wall paper for the Guildhall Cottage. Back to the office - Out at 12.30 with Everett Lane - To Stevens's for lunch Braised Short Ribs of Beef - String Beans, Couscous Garni, Roll, Cottage Cheese - Iced Coffee - Chocolate Ice Cream. Back to the

Gale-driven rain has swelled rivers, damaged and retarded much-needed crops and caused property loss during the past 72 hours.

A total of 3.23 inches of rain has pelted on this area since the fall began Sunday afternoon, pushing the total fall for the month to date 1.93 inches above normal.

The soaking has delayed planting in low-lying areas for two to three weeks and further slowed crops already retarded by a week or more by unseasonal weather.

Gale force winds accompanying the rain have leveled over young vegetable and flower plants, and have loosened shingles, permitting rain damage to homes.

Hope for improvement came from the Weather Bureau, which predicted a gradual clearing today and fair and warmer weather tomorrow.

The Connecticut River reached its crest today in Massachusetts and Connecticut and it was reported at observation stations to be below flood levels. The height of water was expected to fall steadily throughout the next three days, according to the latest report from the Hartford flood forecast center.

A near-flood stage at Hartford, Conn., caused minor flooding of lowlands. The Hartford, Conn., Connecticut River Flood Forecast Cen-

Cold Rain, No Sunshine

Almanacs say 15 hours elapsed yesterday between the rising and the setting of the Sun. During all that time there was no Sun visible—just low hanging black clouds with frequent showers all over New England.

The storm conditions, which began after noon of Sunday, had flooded the entire section with rain varying from 2.07 inches in Boston to 3.48 in New Haven by 8:30 last evening.

Other unpleasant features were high northeast winds in excess of 30 miles an hour which tore through the heavy new foliage of trees, scattering green leaves on the ground. There were high seas off the coast and white caps on inland waters. In addition there was an unexpected, uncanny and unwelcome chill which plummeted Boston temperature from the 87 degrees of Saturday to a 46 minimum yesterday.

It really was screwball weather for the last part of May. In New England, rain was heaviest in Connecticut, western Massachusetts, southern Vermont and New Hampshire. The lower part of the Connecticut River was close to flood stage early yesterday.

Disastrous floods swept sections of Pennsylvania and New York. Precipitation at Wilkes-Barre, Penn., amounted to 4.39 inches and at Knapp Creek in southern New York it was just a trifle under five inches.

While Boston temperature averaged 50 degrees, about 11 below normal, Duluth, Minn., usually a very cold spot, reported 80 and Minneapolis 83. There was a large warm area in the northern tier of western states. At Logan Airport, the ceiling most of the day was at 1500 feet which left room enough for planes to operate under the dark clouds.

Not a good sample of a May day.

May 29, 1946. C. H. B.

office - Good Bye to John Milne, who goes Back to Philadelphia today. At 2.15 - Bus came and large delegation aboard to be taken out to Woodlawn Cemetary in Everett to attend the services for the wife of Chester Snow - then Back in the Bus to the office - in for a few moments - then hurried at 4.15 over to the Law office of Donald T. Field - for a meeting of the Trustees of the Exeter New England Alumni Scholarship Trust - On hand were Don Field, Judge Charles E. Wyzanski of the Federal Court and Hamilton Bissell of the Faculty. It was the last who told us that the Faculty had voted to give Nicholas his degree at Commencement. Home all the way on the Crowded Elevated. Got "Bud" Isaacs to put in & take out our car from the Lansdale Street Garage, while John is down in Maine with the Harlow's. Dinner was Block Bean Soup. Scotch Ham - Creamed Potatoes - New Cabbage. Crazy of Tartar Biscuit - Butter - Milk. Large Straw-berries -

Can Boston Do Business at 8 Miles an Hour?

Downtown Streets Are Choked Daily With Traffic; Worse Snarls Coming—Program Pushed to End Them

By PAUL V. CRAIGUE

One important Boston trucking man says he can't even estimate how many trucks he needs.

"When we send a truck on an errand which will take it through downtown Boston, we don't even attempt to guess how long it will be before that truck becomes available again," he declares. "No human can tell how many times any car will be blocked in that choked maze of traffic, or for how long.

"The best figures at hand indicate that traffic moves through congested downtown streets at an average of something like eight miles per hour. Bad as that may sound, most Bostonians would protest that the vehicle which made the test run must have cleared its path with bell and siren, and probably

Traffic

Continued on Page 13



TYPICAL BOSTON TRAFFIC SNARL

TRAFFIC

Continued from the First Page

was equipped with wings for emergencies. Who hasn't seen the day when he spent more than an hour covering a mile?

15 Percent Fewer Cars

"This, mind you, is the condition at a time when wartime wear has reduced the number of motor vehicles on the roads to 85 percent of the prewar figure.

"Think how bad it will be when automobile production is back in full swing again. YOU think, I say. I don't want to think about what will happen unless something is done—and done now! ! !"

This truckman isn't just throwing up his hands in despair, however. He and some 200 other public-spirited citizens have banded together in the Greater Boston Development Committee. They have a four-point plan to change Boston from one of the nation's worst congested cities to one of the best regulated in traffic matters.

Points of the plan:

1. Off-street parking.
2. A second vehicular tunnel to East Boston.
3. A central through artery.
4. East Boston connections linking tunnel with Logan International Airport and roads to north.

"Action Today" Their Slogan

"Action Today for the Greater Boston of Tomorrow!" is their slogan. They hail the progressive steps the Legislature already has taken to modernize the city's sea and air ports. Their principal concern is that similar steps be taken NOW to create a Boston which will be able to make the best use of those facilities.

They hope to hasten Legislative action on a measure which would bring their plans to the blueprint stage. Now before the Rules Committee at the State House are bills which would provide appropriations for plans for the additional tunnel, the East Boston approaches and the central artery.

Unless unforeseen obstacles develop, this legislation will be passed along to the Ways and Means Committee within a few days, and thence to the full Legislature for action so definite plans may be presented to the next session.

There's No Time to Waste

"There is no time for delay," according to Theodore T. McCrosky, executive director of the committee and one of the nation's best known traffic consultants.

"Even with prompt action, this program might not be completed until 1950. By that year there will be far more automobiles on the roads than there were before the war. It is estimated that the Logan Airport will be handling 2,100,000 passengers annually, and that is almost exactly four times as many as last year. If Boston is to be ready, the work must start now. It's almost a matter of life and death for the city."

The entire program must go through to make Boston the city every resident would like it to be, he declares. The full efficiency of the improved tunnel facilities would depend on the accessibility provided by the transcity overhead highway. The off-street parking spaces would be so distributed about the city as to be easily reached by

BOSTON GLOBE
5-29-46

ramps from the artery.

"The central artery was originally laid out in 1923," says McCrosky. "It has had ample preliminary study. What is needed now are working drawings, accurate cost estimates and specifications. There is nothing absolutely new about other phases of the program, either. The only really new thing needed is action."

One of the world's outstanding students of parking problems, McCrosky declares that the projected garage under Boston Common would be helpful, "but would only begin to solve the problem." To keep the downtown streets clear for moving traffic and make legal parking space available to all who drive to business in Boston, some seven spaces would be required, he says.

Boston Herald 5-30-46

Progress on Traffic

Solution of Boston's traffic problem moves apace toward realization. Yesterday the House passed the bill authorizing the city to borrow $5,000,000 to buy off-street parking spaces in the downtown area. If enacted, this plan should provide some relief from the present strangulation of traffic within a few months. The Legislature has already authorized the city to contract with private interests to build and operate a large garage under the Common.

But not much remains to be done before the Legislature prorogues, probably at the end of next week. One necessary item is the passage of a bill authorizing the use of funds for planning the long-considered Central Artery, which would open up all of downtown Boston between the Charles River dam and the South End. The second is money for planning an additional double-tube to the East Boston vehicular tunnel. Both of these projects are regarded as imperative by the Greater Boston Development Committee. If the Legislature believes alternate schemes should be studied, let it appropriate money to investigate them as well. The important thing is to get some definite plans drawn so that actual construction can begin in 1947.

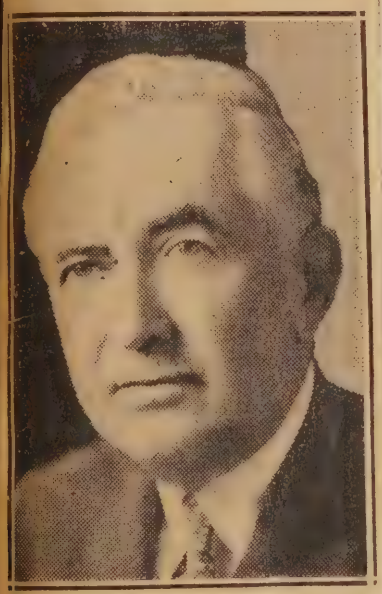
The survival of metropolitan Boston as a prosperous community is a matter of vital concern to the Commonwealth, as 70% of its people live within 30 miles of the State House and 73% of its taxable property is to be found there.

The help of forward-looking members of the General Court is urgently needed and is hereby solicited.

BOSTON POST, THURSDAY, MAY 30,

TACKLES TRAFFIC PROBLEM

New Committee Will Be Headed by P. A. O'Connell



P. A. O'CONNELL
Boston business man named to head new Commonwealth committee.

Designed to co-ordinate efforts of various groups in unifying plans for relieving traffic congestion in Greater Boston, a Commonwealth committee, with P. A. O'Connell, treasurer and general manager of E. T. Slattery & Co., as chairman, has been formed, it was announced last night by J. R. Benton, general chairman of the Greater Boston development committee.

TELLS PLAN

Many prominent citizens from all sections of the Commonwealth, including heads of important State organizations and associations and representatives of industry, trade and labor groups, have been named to the Commonwealth committee. Local chairmen have been appointed from the 28 cities outside Boston.

Among the improvements advocated by the Greater Boston development committee and the Commonwealth committee are an elevated highway through downtown Boston, a second vehicular tunnel to East Boston, a series of off-street parking facilities in Boston, and an express connection to East Boston from the Sumner Tunnel to the McLellan highway and the Logan International Airport.

"The Commonwealth committee," Mr. Benton stated, "will devote its united efforts at this time to securing needed legislation for relieving the highway traffic congestion that is now strangling the port and causing heavy operating costs to all who truck merchandise in and out of Boston. We shall also stand ready to support, from time to time, other needed improvements throughout the Commonwealth."

Under the organization plan of the committee, the State is divided into five zones, with local chairmen charged with the responsibility for carrying the story about the traffic needs of Boston to all parts of the Commonwealth.

Mr. O'Connell, head of the new committee, is a well-known Boston business man, with interests in enterprises dependent upon the general prosperity of the Greater Boston area. He is a trustee of Boston University, a vice president and director of the Boston Chamber of Commerce, a director of the National Shawmut Bank, the Liberty Mutual Insurance Co. and the Boston Consolidated Gas Co.

He is also chairman of the board of directors of the Boston Street Railway, a member of the advisory council of the Boston College School of Business Administration and a member of the board of managers of the Massachusetts Eye and Ear Infirmary.

Boston Globe

New Boston Group Formed to Fight for Traffic Relief

Committee to Coordinate Efforts for Legislation to Relieve Congestion

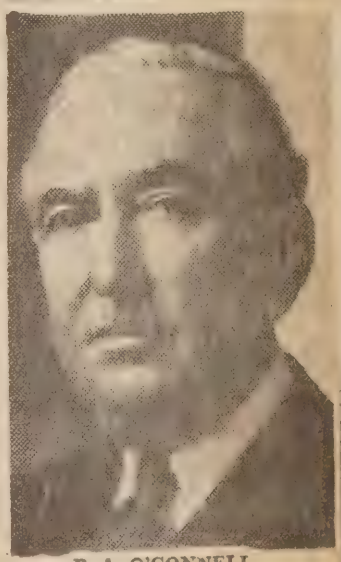
Jay R. Benton, general chairman of the Greater Boston Development Committee, last night announced the formation of a Commonwealth Committee, with P. A. O'Connell as chairman, to coordinate the efforts of the Greater Boston Committee and four similar groups throughout the state in unifying support for traffic improvements.

Pending legislation for an elevated highway through downtown Boston, a second toll-financed vehicular tunnel to East Boston and a series of off-street parking facilities are advocated by the group.

The committee also urges support of an express connection to East Boston, from the Sumner Tunnel to the McLellan highway and the Logan International Airport, already part of a program advocated by the Postwar Highway Commission.

"The Commonwealth Committee will devote its united efforts at this time to securing needed legislation for relieving the highway traffic congestion that is now strangling the port and causing heavy operating costs to all who truck merchandise in and out of Boston," said O'Connell. "We shall also stand ready to support, from time to time, other needed improvements throughout the Commonwealth."

Boston Herald



P. A. O'CONNELL

O'Connell to Study Traffic Problem

P. A. O'Connell, treasurer and general manager of E. T. Slattery Company, has been appointed chairman of a commonwealth committee formed to co-ordinate the efforts of the Greater Boston Development Committee and four similar state groups in unifying support for traffic improvements, Jay R. Benton, general chairman of the Greater Boston Development Committee, announced yesterday. O'Connell succeeds Ralph E. Flanders, former president of the Federal Reserve Bank of Boston.

"The commonwealth committee will devote its united efforts at this time to securing needed legislation for relieving the highway traffic congestion that is now strangling the port and causing heavy operating costs to all who truck merchandise in or out of Boston," Benton said. "We shall also stand ready to support from time to time other needed improvements throughout the commonwealth."

Traffic improvements already advocated by the committee in legislative bills now under consideration are an elevated highway through downtown Boston, a second vehicular tunnel to East Boston, financed by tolls, and a series of off-street parking facilities in downtown Boston.

May 30, 1946

"Lest We Forget"

MEMORIAL DAY

The Town of Belmont invites the veterans of all wars to participate in the parade and exercises to be held on Memorial Day.

Eighty-two Belmont men paid the supreme sacrifice in World War II and also many from previous wars, therefore it is desired that every veteran will join in honoring our hero dead.

The parade will form at Belmont Street and Park Road at 9 A. M. and will march to the Belmont Cemetery where services will be conducted and wreaths placed on veterans graves. Appropriate ceremonies will be held at the Honor Roll and High School —a buffet luncheon will be served.

All veterans are earnestly requested to take part in these Memorial Services and to wear uniforms if possible.

BELMONT MEMORIAL DAY COMMITTEE

May 27, 1946

Mr. Walter H. Boireau
Chairman, Belmont Memorial
Day Committee
9 Park Avenue
Belmont 78, Massachusetts

Dear Walter:

I appreciate very much the kind invitation to attend the exercises and buffet lunch on Memorial Day, and I plan to be present.

With best personal regards, I am,

Yours sincerely,

Jay P. Benton

JRB:BCC

Thursday, May 30th 1946 X

Woke up early at 4 - but did not start reading until an hour later. Breakfast - upstairs at 8.30. Orange juice - corn flakes - Scrambled Eggs & ham - Strip of Bacon Toasted English Muffin - and Coffee. Up at 9. At 10 o'clock with Frances in the Car down to the Belmont Cemetery to watch the Memorial Day Exercises and review the parade. Back to the house and then up to Foster's in Cushing Square to buy some purple iris and greens - took them down and placed them at the Family Lot. Back to the house. Frances went to church. Then she took me down to the High School where I attended the Buffet lunch & tea Memorial Day Committee -

Holiday to Be Bright, Sunny

Sunny, pleasant weather has returned to Boston. For three long days, we endured cold, damp cloudy conditions which were more like that of March. A stationary storm which has been centered south of New England for several days has at last moved eastward into the Atlantic and will have no further effect on this area.

Today will be bright and sunny in all parts of New England except extreme northern Maine. Temperatures will rise to the middle 70's in all interior areas and they will rise to the middle 60's in all coastal sections. It will be a perfect day for a trip to the country. If the summer cottage has not been opened, this weekend will be a good time to get it ready for summer.

Sportsmen should find this weekend a good weekend for a fishing trip to Maine, New Hampshire or northern Vermont. However, our recent heavy rains have caused high waters in southern New England so fishing conditions will not be so good in this section. Sunny warm days will dry the soil so that the farmers can soon get back to work.

Fair for the Holiday

The stormy period which began with the turmoil of Sunday afternoon ended yesterday with the sun shining once again. There had been cold winds during the night and rain enough fell to increase the May precipitation to 4.91 inches. Sullen clouds covered the sky until after noon; then seemed to dissolve and fade away rather then to break into fragments.

The northeast wind was fresh most of the day, diminishing at sunset. Blue sky could be seen in all directions by 4 p. m. and there was hardly a cloud in view at sunset. Visibility was limited only by the skyline.

How good it was to see the sun once more! The storm center had moved far out at sea after four wet and gloomy days.

Temperature in Boston rose from a low mark of 45 degrees in the morning to 56. Away from the coast it went 10 degrees higher.

The weather map last evening gave promise of ideal weather for the holiday—fair with gentle winds, mercury above 60 along the New England coast, in the lower 70's inland.

The heavy rains have made the grasses tall and freshly green. Flowers are everywhere in profusion, white blossoms predominating.

The prospect is for the same clear sky, light winds and genial atmosphere all over the United States to and well beyond the Mississippi River. C. H. B.

May 30, 1946.

It was a short affair this year—
a stand-up feed and no speeches—
After it was over—walked up the
Common St. Hill to Quebec Square
and then home. Rested all after-
noon—listened to the Broadcasts of
the Indianapolis Auto Race and the
Red Sox-Washington Ball games.

THE 500-MILE MEMORIAL DAY FEATURE RETURNS TO INDIANAPOLIS



The cars speeding around the first turn as the thirtieth running of the event gets under way on the Motor Speedway



Takes Classic

George Robson, Los Angeles, driving a Thorne Special, flashes across finish line at Indianapolis Motor Speedway to win 30th renewal of the classic. He drove the 500 miles in 4 hours, 21 minutes, 16.70 seconds, for an average of 114.820 m.p.h.

(AP Wirephoto)



MARINE CORPS AIR STATION
EL TORO, CALIFORNIA

May 3 1940

Dear Dad,

Here is the latest news on my discharge status. I hope to get out on June fifteenth but I don't think I will leave until the first of July. I should know defenitely by late next week. At any rate as soon as I get to Boston I will come up to the office. I'm very excited about getting out to say the least. I won't mind if they hold me until July because I'm elegible for some sort of a medal on July second. It isn't much but it means

a great deal to a marine. I pose to be awarded for 3 years excellent service. I have sent of a fire-work catalogue so I may have some for the fourth.

I have a great deal of equipment to send home and will get it underway very soon. I'm going up to Los Angeles next week and buy a little clothes. a pair of slacks, a few shirts, ties, and shoes. I need fifty dollars and I will send a tel-egram to you on Wed-nesday or so. My Comm Officer has promised to let me have a long weekend over June 7, 8, 9.

I got a telegram from Wrigley White today advising me on some new gloves that came into Bruins and I think he'll hold one for me. I've been sending all those alumni notices back to school. They treat me as an alumnus and I'm so glad I have another year to go. We will have great times driving to all the games and when we take the field I know all the anxiety and waiting will be well worth it in our joy. Nick should get out by September at the latest. This fall should be one of the grandest, indeed.

Do you think we can go to the all star ball game in July?

By the way, Dad, I don't know whether you know about it or not but I am sans les femmes right now. After I complete college I will start looking around again. It was a pretty unfair love affair so I guess from now on I'll a little more acceptable about women. Let me play ball or fish and I'll be happy. So it says.

That news about Boston Development Committee was grand. First I read your announcement and then your letter. Your being elected made me cry a little. It was as fine as fine could be.

May 31, 1946

Mr. Myron R. Williams
Director of Studies
The Phillips Exeter Academy
Exeter, New Hampshire

Dear Mr. Williams:

We had a meeting of the Trustees of the New England Alumni Scholarship Trust last Wednesday afternoon, and at that time Hamilton Bissell told me that the faculty had voted to award Nicholas a diploma as of the Class of 1945. I was delighted to learn of this gracious action and, as a fond father, was very much moved.

Your letter to Nicholas, mailed on May 22nd, arrived safely at Belmont and had stayed unopened as we were holding it to forward to him as soon as we knew his address. Uncle Sam called him back into the Army to Fort Devens on May 21st and the next day he telephoned that he was on his way in ten minutes to some other part of the country. Since then we have been waiting to find out where he is and what his new address is to be. As soon as I have it, I will wire him of the good news and forward your letter to him.

I plan to go up to Exeter tomorrow and hope to see you at that time.

With best personal regards, I am,

Yours sincerely,

Jay P. Benton

JRB:BCC

Boston Mutual Personnel Changes Told in President's Annual Report

Changes in or additions to personnel of the Boston Mutual Life, which at the end of the year had $137,642,473 outstanding insurance in force, a gain of $8,422,467 during 1945, and had admitted assets of $24,990,590, a gain during the year 1945 of 12.9%, are told by President Jay R. Benton in his annual report to policyholders. The booklet is the 54th annual statement. In discussing the personnel changes Mr. Benton also gave career sketches.

New Directors

Since his last report there have been three new directors. They are Alden C. Brett, Michael T. Kelleher and Everett H. Lane.

Mr. Brett is treasurer of Hood Rubber Co. A graduate of Massachusetts State College and Bentley School of Accounting and Finance, he is president of the Arrow Mutual Liability Insurance Co. and of the United States Service Co. He is a director of the State Street Trust Co., trustee of Massachusetts State College, and president of College Building Association. He is chairman of the Boston Committee for Economic Development and vice chairman of Greater Boston Executive Committee. He was formerly chairman of the Governor's Committee on the Old Colony Railroad and was president of the Controllers' Institute of Boston and of the Boston chapter of the National Association of Cost Accountants.

During the war he was assistant director of purchasing, War Production Board; was chief of the Industrial Cooperation Division, United States Navy, and was deputy coordinator for rubber, War Production Board.

Mr. Kelleher, who is vice president and director of Marsh & McLennan, is a director of the State Street Trust Co., Boston Chamber of Commerce, Greater Boston Community Fund and the Copley-Plaza Hotel. He is a trustee of the Provident Institution for Savings, Children's Hospital, and Bay Street Schools. He was general chairman of the Greater Boston United War Fund. He is national chairman of the Inter-American Affairs Committee, American Legion.

Everett H. Lane was elected secretary and treasurer of the company. He is son of the late Judge Patrick J. Lane who, for more than twenty years, was manager of the Boston Mutual Life's claim department. Everett Lane is a graduate of Boston Latin School, of Harvard College and Harvard Law School. From 1927 to 1936 he practiced law in Boston as a member of the firm of Lane & Lane, and in 1936 was appointed assistant to the president of Boston Mutual Life. In December, 1940, he was elected assistant secretary and treasurer. He became a director in 1945.

New Executive Assistants

John W. Paige was appointed an executive assistant of the company on April 1, 1946. A graduate of Amherst he became an agent in Akron, O., of the Mutual Life and after ten years in the field was made agency organizer and supervisor of the Grand Rapids agency of that company. Later, he was made Detroit agency manager. He came to the Boston Mutual from Detroit in which city he was the first president of the Detroit Life Insurance and Trust Council.

John L. Milne, appointed an executive assistant of the company on April 15, 1946, is a graduate of Wharton School, University of Pennsylvania. He is a Fellow of the Actuarial Society of America and American Institute of Actuaries and an Associate of the Casualty Actuarial Society. Before going with the Boston Mutual he was with the Presbyterian Ministers Fund of Philadelphia.

Arthur C. Bliss, appointed executive assistant of the company in October, 1945, came from the military service. He began his life insurance career in Boston in 1925 after graduation from Harvard College and was for nineteen years an agent with the John Hancock in Boston. Early in his career he was an insurance counselor to employes of the New England Telephone & Telegraph Co. He is an incorporator of the Belmont Savings Bank and the North Avenue Savings Bank in Cambridge. In World War II he was in the Naval Aviation branch and was assigned to anti-submarine warfare. He was a lieutenant commander.

Superintendent of Agencies, Actuary, Medical Director and Auditor

Edmund M. Wright, appointed superintendent of agencies in March, 1946, was associated with the John Hancock successively as agent, assistant district manager, district supervisor, home office supervisor of field training and regional supervisor and district manager.

William C. Johnstone, appointed actuary of the company last July. Mr. Johnstone was born in Scotland and graduated from Glasgow University in 1929 with the degrees of Bachelor of Science and Master of Arts. He is a Fellow by examination of the Actuarial

Society of America and of the American Institute of Actuaries. Mr. Johnstone formerly was with the Sun Life of Canada, serving for fifteen years in the actuarial department of the head office, where he was assistant supervisor when he resigned to join the Boston Mutual.

Dr. Laurence B. Ellis, appointed medical director of the company on February 1, 1946, is a graduate of Harvard College, 1922, and Harvard Medical School, 1926. He served as medical intern at the Massachusetts General Hospital from 1926 to 1928. He was resident physician of the Thorndike Memorial Laboratory, Boston City Hospital, 1928 to 1931. Since then he has been engaged in private practice of internal medicine and cardiology, and in medical teaching and research at the Harvard Medical School and Thorndike Memorial Laboratory. He is Associate in Medicine at the Harvard Medical School; Assistant Physician at the Thorndike Memorial Laboratory, Boston City Hospital; and in charge of the Heart Station and Electrocardiographic Laboratory, Boston City Hospital. He is also on the courtesy staff of a number of hospitals including the Phillips House, Massachusetts General Hospital, the N. E. Baptist Hospital, the Faulkner Hospital, and the Cambridge Hospital. His war service was from April, 1943 to October, 1945, including twenty-two months in the European Theatre of Operations, serving as lieutenant colonel and later as colonel, medical corps, U. S. Army, and as chief of the medical service, 7th General Hospital, and from May, 1945 as medical consultant, United Kingdom Base. Dr. Ellis has written some forty papers published in professional medical journals, chiefly concerned with diseases of the heart and circulation. Dr. Ellis is married, has three children, and resides in Cambridge, Mass.

Alfred Enerud was elected auditor of the company April 1, 1946. Mr. Enerud is a graduate of the Oslo College of Commerce in Norway. His life insurance experience covers a period of more than twenty years in the home offices of three companies. From 1925 to 1943, he served as assistant secretary of the North American Reassurance Co. and from 1943 until he recently came to the Boston Mutual, he served as assistant to the president, Agricultural Insurance Co., Watertown, New York. Mr. Enerud's experience has had to do with insurance accounting, claims, tax returns, annual statements, investments, reserves, loans, statistics, personnel, office records and procedures.

Cashier

Robert Stinson was appointed cashier of the company on November 28, upon his return from military service. Prior to entering the armed forces in March of 1942, Mr. Stinson had worked in the auditor's department where he started in with the company in October, 1936. During his forty-three months tour of duty in the Army he worked his way up through the ranks from private to master sergeant. He had thirty months of foreign duty to his credit serving in Trinidad, the Guianas, England and Scotland.

Friday, May 31ST, 1946

Frances was down for a snuggle - Breakfast at the regular time - orange juice - corn flakes - poached Egg. on toast - Iced Coffee. to the Square with Frances then the subway and to the office. At work - Secy Darling came over with detail work. Later made out checks to pay a lot of household bills. Along about 12 came Ted, Wes Crosby and Carl Sheridan to talk about the traffic legislation at the State House - Out at 12.30 with Wm Moody in his car - first to Brecks on Franklin St Bought 24 Salvia Plants and 24 Petunia Plants. Then drove on out to Treelawn Memorial Drive - there bought the following plants 24 Asters, 24 Zinnias, 24 Marigolds, 12 Pinks and 12 Stocks. Drove out to Mt.

Mercury "Drops" to a High 84

The afternoon temperature dip forecast by the Weather Bureau for this afternoon apparently was delayed somewhere, as the mercury reached 84 degrees at 1:30 p. m. It was the third hottest afternoon of the year, the reading being 86 yesterday and 87 last Saturday.

Close to Perfection

For Memorial Day, well-nigh perfect late Spring weather prevailed all over the United States. The sky was clear, atmosphere fairly dry, temperature slightly above normal. There was neither haze nor fog to mar visibility and only a minimum of smoke rose from the cities. Moderate breezes from the west kept the air stirring. Fields and forests were brightly green.

The only notable exceptions to the general pattern of perfection were light showers in the Upper Plains States and some rather cloudy weather in northern Maine.

There was an exceptionally wide spread between maximum and minimum temperature in many places. In Boston the lowest, early in the morning, was 47 degrees. The highest was 86. In the suburbs and in some low sections of Massachusetts, notably in the cranberry areas, the mercury dropped very low, many stations reporting frost.

Warned in advance by special bulletins, the cranberry growers protected their crops by flooding the beds. There was plenty of water available. Marstons Mills reported a low of 25 degrees, Norton 29, Wareham 30 and Woburn 34. Without exception, mercury rose above 80 during the day in all those places.

There was indication last night of cooler and generally fair weather in New England for today. The large high pressure area originating near Hudson Bay covered most of Canada, and the cold front was moving, rather slowly, toward New England. There also was high barometric pressure over the Appalachian Mountain range and extending to the Gulf of Mexico.

May will end with temperatures averaging a fraction of a degree above normal. C. H. B.

May 31, 1946.

House and gave them to Louis, the Gardener to plant. Then Back to Cambridge and to the Bella Vista for lunch. Minestrone with Parmesan Cheese - Shrimp Newburg in Casserole. Peas & Carrots - French Bread - Pistachio Cheese - Iced Coffee. Sultana Roll. Back to town and the office. Did the ordinary application out at 3.15 - to Province St to buy a necktie and to Jordans to get films Prints. Office again. Conference with Cockeany and E.D. Wright about the Cambridge District Office Lease. Left at 4.30 to Belmont with W.H. and L.L. Front Porch. Ventilated the place to look at the plants set out today - Dinner on the front porch - Jellied Consomme. Lobster Salad, Mayonnaise, Home Made Clover leaf Rolls, Butter, Asparagus on Toast, Milk Custard and Strawberries + Then to Bed and to sleep early -

Red Light



PLAN TO TAKE 60,000 CARS OFF STREETS

By PAUL V. CRAIGUE

Vigorous efforts are being made over the week-end to get some action from the Legislature to help solve Boston's traffic congestion.

Everyone driving or doing business in Boston has been talking about the situation, but reports have circulated that the Legislature plans no positive step, in its few remaining days, to support plans of the Greater Boston Development committee.

The committee is urging a crosstown elevated highway and off-street parking which would take 60,000 cars a day off Boston streets. The off-street parking plan also would bring every downtown business building office within a few blocks of parking space.

Traffic

Continued on Page 30

BE—FRIDAY, MAY 31, 1946

TRAFFIC

Continued from the First Page

The overhead highway would be linked with accesses to the downtown area from all directions, and would have ramps leading to six city-owned parking spaces, which would be privately operated under lease.

Persons driving to Boston to work or shop would be able to real legal, inexpensive parking spots near their destinations, without ever traveling a surface street. Those merely desiring to cross the city from north to south or east to west would be able to do so in a very few minutes, over an unimpeded express highway.

The Development Committee is headed by Theodore T. McCrosky, one of the nation's leading traffic consultants, and he is responsible for the estimate that the proposed construction would "lift 60,000 vehicles off the surface streets." He says the overhead highway would accommodate 52,500 vehicles which travel in and out of downtown Boston daily, and 7500 which travel through the area.

Want Another Tunnel

The biggest drive of the Boston Development Committee's Legislative counsel, Ex-Governor's Councilor Carl A. Sheridan, is to get the joint Rules Committee to discard the proposal for further study and act next week on the arterial highway and a second tunnel from Boston to East Boston.

The Legislative Committee on Highways and Motor Vehicles reported that those two proposals should be included in a resolve for further study. The resolve at present is before the joint Rules Committee, which is headed by Speaker Frederick Willis and Pres. Arthur Coolidge.

The committee members are being asked to report bills instead of the resolve. That would be within the province of the committee. Officials of the Boston Development committee feel that the two proposals have already been given sufficient study and should be acted upon immediately.

Members of the Legislative Committee on Highways and Motor Vehicles, headed by House Chairman Representative Edward Staves of Southbridge, are reported to feel that further study is essential and that the Legislature should first find whether off-street parking and the garage under the Common will solve the Boston traffic problem.

The bill embodying off-street parking is now on its way through the Legislature. The garage has already been approved.

Traffic Laws Now Unenforceable

Traffic on the city streets would be reduced to vehicles which had to make pickups or deliveries in the business district. "Then," says McCrosky, "Boston traffic and parking laws could be enforced." He contends, as do the majority of others, that the laws are practically unenforceable under present conditions.

"Furthermore," he states, "the central artery will speed up truck traffic and reduce the cost of doing business. Time saving for a trip from Cambridge to the wool district will be cut 15 to 20 minutes or more. An average of 15 minutes saved on 60,000 trips per day in and out of Boston would be 15,000 vehicle hours.

"For passenger cars, an hour is worth at least 60 cents. For trucks, it is worth $2 to $5. Total dollar savings for trucks only will be at least $5000 per day, or over $1,500,000 per year. If that money could be saved, it would pay the entire fixed charges for the project—without allowing anything for the value of lost time of passenger vehicles."

The Central Artery would be a six-lane express highway from Cambridge over the Charles River dam, passing close to the North Station and the Sumner Tunnel Plaza; thence through the market district, skirting the financial district, past the South Station and along the line of Albany st. to Massachusetts av. It would come to grade at Massachusetts av. and continue on the surface to a point on Blue Hill av., between Washington and Seaver sts.

Below the elevated highway would be a new eight-lane surface highway. Downtown streets affected would be Merrimac, Cross, Purchase and Albany.

Twin To Sumner Tunnel

For full efficiency, the overhead highway and parking systems would depend on construction of a "twin" to the Sumner Tunnel. One tube would handle all eastbound traffic and the other all westbound. Ramps would connect both tubes with the overhead highway and downtown Boston would be relieved of all crosstown traffic to and from East Boston.

The Greater Boston Development Committee lists its points for solution of Boston's terrific traffic problem as follows:

1. Off-street parking.
2. Second vehicular tunnel to East Boston.
3. The Central Artery.
4. East Boston connections between tunnels, airport and roads north.

The garage under Boston Common will be a partial solution to the parking problem, and the committee considers its legislative drive for the other facilities "well under way." Proposed sites of the additional parking spaces cannot be revealed, since it is feared that real estate speculators would use this information to the disadvantage of the program.

However, it is revealed that all sites would be accessible to the overhead highway by ramp. They would be so distributed as to place every building in the downtown area within a few blocks of a parking space.

Last year's legislative recess commission on rapid transit proposed a chain of city-sponsored parking spaces at the outer termini of rapid transit lines. McCrosky says that idea does not conflict with his, but is supplemental. "If Boston is to be a good city, it must have good rapid transit and good vehicular traffic conditions," he declares.

McCrosky, noted for his work with New York's Park Commissioner Moses on development of that city's parks and highways system, as well as for many other similar achievements, was engaged by the committee's 200 public-spirited citizens to work on Boston's problem.

He expresses confidence that the committee's program can be pushed to completion before the situation becomes "chaotic." Traffic is due to double in the next four years, and passenger travel through the airport in 1950 will be four times as great as last year's 525,000.

Bills now being considered by the Legislature call for appropriations to provide for drawing of working plans, cost estimates and specifications.

McCrosky estimates that the preliminary work will cost about $1-500,000 and the entire program about $50,000,000. However, the exact amounts to be appropriated are to be decided by the Legislature. The bills sponsored by the Development Committee state no amounts.

"Action now is imperative," McCrosky and the 200 other prominent citizens on

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GREEN LIGHT?

Motor traffic crawls through downtown ston, on a business day, at eight miles an ur. Snarls that block the movement of l the vehicles in a dozen neighboring reets are commonplace. Truck drivers rd dispatchers fight a losing battle from orning to evening, trying to keep to sched- es of pickups and deliveries. Nightmares eak the sleep of all concerned with ansportation, for everyone knows that to- y's congestion is only a sample of tomor- w's, when automobiles will be rolling off e assembly lines as of old.

Traffic experts have come here from other ies to survey the situation and have gone ay cheered; bad as their headaches may , none of them equals ours. This city's affic tangles are notorious from coast to ast. For the dubious fame they bring ston, a price so fantastic no one has ever timated it in dollars and cents is paid in sted time and effort by everyone who es business here. No pocket or purse in Massachusetts escapes.

To break the city's bottlenecks, speed its ail's pace, put an end to the expense of ing motors in the streets, the Greater ston Development Committee of more an 200 citizens is currently pressing for tion on a four-point program. The pro- am calls for four jobs of construction. ie first: a series of off-the-street parking cilities in the heart of the business and opping district. The second: a new ve- cular tunnel to East Boston, parallel with e Sumner tube. The third: a six-lane, gh-speed, overhead central artery from e Charles River Dam to Massachusetts . (and beyond it, at grade), the route ssing deep through the downtown area. ie fourth: express highway links in East ston, from tunnel mouth to airport, and the North Shore superhighway.

Each project will eliminate one or more ecific sources of congestion. Five or six rking lots or garages will not end curb rking, but they will take in 3000 of the 00 cars which seek space downtown; the lice can enforce strict regulations against e smaller number left. Even the nar- rowest streets will be made something more than one-car lanes through which trucks must inch their way.

Sumner Tunnel's overload—above design capacity—is more than 1,000,000 cars a year. Tieups at each end are routine. A second tube—one way, as the Sumner would be—would free the flow in both directions, cut the trip to the airport to seven minutes, and care for the volume of traffic which promises to be twice the capacity of one tunnel in 10 years. Project No. 4 disposes of the increase on the East Boston side of the harbor.

Sixty thousand cars would travel the overhead highway daily. Of these trips, 7500 now merely add to the general confusion in the streets; their drivers are simply passing through. The artery would carry motorists direct to the North and South Stations, to the tunnel entrance and to ramps leading to the new parking places.

For all these proposals, except the East Boston work, Legislative approval is necessary. The off-the-street parking measures are well on their way through the mill. Authorization of the tunnel project and artery, to the extent that plans could be drawn and specifications prepared, is provided for in bills which are now in the Committee on Rules. That committee, and Ways and Means, must report them before the General Court may act.

As the time draws near to end the session, the danger arises that many measures in committee will be referred to the next Legislature. For these solutions of Boston's traffic problem, delay is a risk. Even if plans are authorized at once and approved in 1947, construction will not be completed before the flood of postwar trucks and cars is upon us. Federal funds will contribute to the artery's building; there is no assurance that they will always be available. To postpone action is to add a twelvemonth of expense, distress and unproductive activity to an already staggering total.

UNCLE DUDLEY.

Hub Traffic Aid Bills Speeded up

A move to force the state Legislature to take some action to help Boston solve its strangling traffic problems before the body winds up its business for this session was under way today and reported to be gaining support hourly.

Declaring that the matter "was almost one of life or death for Boston," Theodore T. McCrosky, traffic consultant, who heads the Greater Boston Development Committee, said "action now is imperative."

McCrosky estimated that the program submitted by his committee would cost around $50,000,000, although no sums were named in the suggestions offered to the Legislature.

The plan calls for:

Off-street parking.

A "twin" tunnel for the East Boston vehicular tubs.

An overhead central artery, a six-lane express highway connecting Lechmere square to Blue Hill avenue, near Seaver street.

Connecting roads.

McCrosky said the plan would take 60,000 cars a day off Boston streets.

The project would pay for itself, he explained, because loss of time to a passenger car is valued at 60 cents an hour and as high as $5 an hour for trucks. Savings to truck operators would be up to $1,500,000 a year, he pointed out.

He explained that while a proposed garage under Boston Common would be a great help in solving parking problems, other sites for garages are considered. Locations for these additional parking areas are not being revealed, he said, because real estate speculators could use such information to the disadvantage of the program.

Traffic Program Revived

By Donald B. McCammond

Staff Writer of The Christian Science Monitor

Blueprints for development of Boston and its port through elimination of the City's top priority problem—traffic congestion—unrolled briskly across planning tables today following the favorable action of the House of Representatives on off-street parking facilities.

Now before the Senate for consideration, the off-street parking bill authorizing Boston to borrow $5,000,000 beyond its debt limit to construct parking facilities for lease is regarded as the key to two other highly important projects considered necessary to Boston's progress. They are the proposed $50,000,000 North-South central artery and the $19,000,000 second vehicular tunnel to East Boston. Both are indorsed by the Massachusetts Postwar Highway Commission and the Greater Boston Development Committee as required parts of a three-way program to solve Boston's business-hampering traffic problems.

Off-Street Parking

Off-street parking comes first, however. This feeling carried over so far in the opinions of members of the Legislative Committee on Highways and Motor Vehicles as to bring an unfavorable vote on the tube and the artery. Clearance of Boston's streets, now cluttered by automobiles and trucks parking in busy, downtown areas, was a condition precedent to legislative approval of the huge projects.

The City's laxity in enforcing parking regulations also came in for a share of the blame from legislators who felt that Boston should take immediate action without waiting for legislation.

House approval of the off-street parking bill and clear passage foreseen in the Senate have removed this stumbling block, according to civic leaders.

"There is no reason why the Legislature cannot act favorably now on the central artery and the second tunnel," Theodore T. McCrosky, Executive Director of the Greater Boston Development Committee, said.

"Parking facilities authorized under the present bill can be constructed in a year," he continued. "To wait for a year until they are finished will mean the loss of a year in making plans and even-

Continued on Page 2, Column 6

tual construction of the artery and the tube. The artery will take five or six years to complete and the tube, four or five years.

"The Legislature should move now, although there is some opinion that no legislative action is necessary for ordering the plans for the tunnel and artery, substantial funds must be appropriated for this purpose alone."

Appointment of a committee to co-ordinate efforts of the Development Committee and similar groups in other States to secure legislation for relieving the highway traffic congestion and other needed improvements has been announced by Jay R. Benton, general chairman of the Development Committee.

Named Chairman

P. A. O'Connell, Treasurer and General Manager of E. T. Slattery Company, has been named chairman of the new unit.

Debate is still going on concerning the Legislature's action authorizing construction of a garage beneath Boston Common. The City is authorized to permit private enterprise to undertake this project, a plan which has been successful in San Francisco on a smaller scale.

Meanwhile, costs of construction continue to climb. Previously estimated and still popularly known as a $50,000,000 project, the central artery was described as costing $80,000,000 on the floor of the House recently. This parallels experience in the State Department of Public Works which has reported costs climbing from 50 to 100 per cent above 1940 and 1941 figures.

Adoption of the off-street parking plan, with numerous parking lots and garages in series around the city, may kill the underground garage, in the opinion of some engineers. No banker, they reason, would be willing to risk his money in a project as huge as the underground garage, costing millions of dollars, with the competition represented by the off-street parking lots.

Another traffic-solving project was almost killed in the Senate this week. This was for the Mystic River Bridge, a high level toll structure which would cost about $20,000,000.

Construction of the bridge would not result in any expense to the State as the 10-cent toll would be continued until the necessary bond issue is paid off. The bridge would be administered by a five-man commission appointed by the Governor and paid $20 a day when they met.

The central artery and vehicular tunnel proposals are now bound up in a resolve for further study by the Postwar Highway Commission. Representative Edward C. Staves (R) of Southbridge, Chairman of the Commission, favors the projects, but is opposed to legislative authorization until Boston acts to clear illegally parked cars from its streets.

"Giving the City of Boston the right to go into the parking business will not automatically clear its streets," he said. "It is only permissive legislation, and the central artery and the tube will be of no value until such time as the motorists can get to them."

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